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## INTIMATION

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THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,
5-6, BEACONSFIELD ARCADE.
89

## PEAK TRAMWAYS CO., LIMITED.

TIME-TABLE.

WEEK DAYS.

| | | |
|---|---|---|
| 7.00 a.m., | 7.10 a.m. | |
| 7.30 „ to | 8.00 „ every 15 minutes | Stopping |
| 8.00 „ „ | 8.20 „ „ 10 „ | |
| | 8.30 „ | Non Stop |
| | 8.37 „ | Stopping |
| | 8.47 „ | Non Stop |
| | 8.54 „ | Stopping |
| | 9.04 „ | Non Stop |
| | 9.11 „ | Stopping |
| | 9.20 „ | Stopping |
| 9.30 a.m. to | 11.00 „ every 10 minutes | Stopping |
| 11.30 „ „ | 12.30 p.m. „ 15 „ | |
| | 12.40 „ | Non Stop |
| | 12.47 „ | Stopping |
| | 12.57 „ | Non Stop |
| | 1.04 „ | Stopping |
| | 1.13 „ | Non Stop |
| | 1.20 „ | Stopping |
| 1.30 p.m to | 4.00 „ every 10 minutes | Stopping |
| 4.00 „ to | 4.30 „ „ 15 „ | |
| 4.30 „ to | 6.30 „ „ 10 „ | |
| | 6.40 „ | Non Stop |
| | 6.47 „ | Stopping |
| | 6.57 „ | Non Stop |
| | 7.04 „ | Stopping |
| | 7.13 „ | Non Stop |
| | 7.20 „ | Stopping |
| | 7.30 „ | Non Stop |
| | 7.37 „ | Stopping |
| | 7.47 „ | Non Stop |
| | 7.54 „ | Stopping |
| | 8.03 „ | Non Stop |
| | 8.10 „ | Stopping |

SUNDAYS.

| | | |
|---|---|---|
| 7.00 a.m., | 7.10 a.m. | |
| 7.30 a.m. to | 9.30 „ every 15 minutes | |
| 9.30 „ „ | 11.00 „ „ 10 „ | |
| 1.15 „ „ | 12.00 noon „ 15 „ | |
| 12.00 noon „ | 1.00 p.m. „ 10 „ | Stopping |
| 1.00 p.m. „ | 2.30 „ „ 15 „ | |
| 2.30 „ „ | 4.30 „ „ 10 „ | |
| 4.30 „ „ | 5.30 „ „ 15 „ | |
| 5.30 „ „ | 6.30 „ „ 10 „ | |
| | 6.40 „ | Non Stop |
| | 6.47 „ | Stopping |
| | 6.57 „ | Non Stop |
| | 7.04 „ | Stopping |
| | 7.13 „ | Non Stop |
| | 7.20 „ | Stopping |
| | 7.30 „ | Non Stop |
| | 7.37 „ | Stopping |
| | 7.47 „ | Non Stop |
| | 7.54 „ | Stopping |
| | 8.03 „ | Non Stop |
| | 8.10 „ | Stopping |

SATURDAYS:
Extra Car—12 midnight.
NIGHT CARS—WEEKDAYS AND SUNDAYS:
8.50 p.m., 9.00 p.m., 9.20 p.m.

| | | |
|---|---|---|
| 9.30 p.m. to | 11.00 p.m. every 30 minutes | Stopping |
| 11.15 „ „ | 11.45 „ „ 15 „ | |

SPECIAL CARS
BY ARRANGEMENT AT THE COMPANY'S OFFICE, ALEXANDRA BUILDINGS.
Hongkong, 1st June, 1923. [835

## KOWLOON-CANTON RAILWAY.

TIME-TABLE

On and after FRIDAY, SEPTEMBER 15TH, 1923, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

| Stations | No. 1a Local | No. 1b Local | No. 3 Local | No. 7 Local | No. 11 Local | No. 5 Through Express | No. 15 Local | No. 21 Local | No. 9 Through Slow | No. 13 Local | No. 17 Local | No. 19 Thro' Exp. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | p.m. | p.m. | p.m. | p.m. | p.m. |
| CANTON (Tai Sha Tau) dep. | | | | Sundays & Public Holidays only | | 9.00 | | | 5.43 | | | 9.20 |
| SHEK LUNG dep. | Sundays only | | | | | 9.12 | | | 11.55 | | | 9.30 |
| Sham Chun dep. | | 7.22 | 8.06 | 9.22 | 10.57 | 11.19 | 11.50 | 2.58 | 4.35 | 6.11 | 6.46 | 9.46 |
| Sheungshui dep. | | 7.29 | 8.13 | 9.34 | 11.44 | — | 11.47 | 3.05 | 4.44 | 6.18 | 6.55 | — |
| Fanling dep. | | 7.32 | 8.15 | 9.38 | 10.48 | — | 11.51 | 3.10 | 4.49 | 6.23 | 6.57 | — |
| Taipo Market dep. | | 7.43 | 8.29 | 9.49 | 10.58 | — | 12.03 | 3.21 | 5.01 | 6.33 | 6.57 | — |
| Taipo dep. | | 7.47 | 8.34 | 10.12 | 11.03 | — | 12.07 | 3.27 | 5.06 | 6.37 | 6.51 | — |
| Shatin dep. | | 8.00 | 8.47 | 10.25 | 11.16 | — | 12.21 | 3.40 | 5.19 | 6.50 | 6.44 | — |
| Yaumati dep. | 7.27 | 8.14 | 8.59 | 10.33 | 11.33 | — | 12.34 | 3.53 | 5.37 | 6.05 | 6.34 | — |
| KOWLOON arr. | 7.34 | 8.22 | 9.06 | 10.45 | 11.40 | 11.45 | 12.45 | 4.01 | 5.45 | 6.12 | 7.04 | 7.12 |

UP TRAINS

| Stations | No. 2 Local | No. 2a Local | *No. 6 Through Express | No. 10 Local | No. 8 Through Slow | No. 14 Local | No. 22 Joint Sub-Local Noon | No. 20 Local | *No. 16 Thro. Expr. | No. 24 Local | No. 26 Local | No. 28 Local |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | Noon | p.m. | p.m. | p.m. | p.m. | p.m. |
| Last Ferry leaves Hongkong | 6.35 | 6.55 | 7.45 | 8.25 | 9.05 | 10.15 | 11.45 | 1.05 | 1.55 | 4.15 | 5.15 | 6.45 |
| KOWLOON dep. | 6.41 | 7.10 | 8.07 | 9.12 | 9.15 | 10.25 | 12.00 | 1.17 | 2.15 | 4.25 | 5.27 | 7.06 |
| Yaumati dep. | 6.51 | 7.18 | — | — | — | 10.35 | 12.09 | 1.27 | — | 4.45 | 5.37 | 7.20 |
| Shatin dep. | 7.03 | | — | — | — | 10.52 | 12.26 | 1.39 | — | 4.55 | 5.50 | 7.33 |
| Taipo dep. | 7.17 | | — | 9.01 | 9.35 | 11.05 | 12.39 | 1.52 | — | 5.08 | 6.03 | 7.46 |
| Taipo Market dep. | 7.22 | Sundays only | — | — | 9.37 | 11.08 | 12.59 | 1.55 | — | 5.11 | 6.07 | 7.49 |
| Fanling dep. | 7.32 | | — | 10.08 | 11.17 | 12.49 | 1.06 | — | 5.21 | 6.17 | 7.15 | |
| Sheungshui dep. | 7.38 | | — | 9.15 | 10.13 | 11.23 | 12.55 | 2.13 | — | 5.27 | 6.23 | 8.02 |
| Sham Chun arr. | 7.44 | | 8.50 | 9.19 | 10.19 | 11.29 | 13.01 | 2.18 | 2.55 | 5.33 | 6.27 | 8.08 |
| SHEK LUNG arr. | — | | — | — | — | — | — | — | — | — | — | — |
| | — | | — | 10.47 | 2.01 | — | 5.52 | — | 6.42 | — | — | — |
| CANTON (Tai Sha Tau) arr. | — | | — | — | — | — | — | — | — | — | — | — |
| | — | | — | 12.16 | 5.04 | — | — | — | 8.00 | — | — | — |

* Will stop at Taipo and Sheungshui, except on Sundays and Public Holidays, for First-Class Passengers on Notice being given to the guard at Kowloon.
** Will stop at Taipo and Sheungshui for first class passengers on notice being given to the guard at Kowloon.

SHA TAU KOK BRANCH.

| | a.m. | a.m. | p.m. | p.m. | | a.m. | a.m. | p.m. | p.m. |
|---|---|---|---|---|---|---|---|---|---|
| Fanling ...dep. | 7.45 | 11.30 | 2.30 | 6.15 | Shatinkok...dep. | 6.30 | 10.15 | 1.55 | 5.00 |
| Shatinkok ...arr. | 8.40 | 12.25 | 3.15 | 7.15 | Fanling ...arr. | 7.25 | 11.10 | 2.50 | 5.55 |

NOTICE TO PASSENGERS.
The Railway Administration do not guarantee that the furries mentioned in this table will connect with the trains as shown.
Further information may be obtained at the Railway Offices, Kowloon, from Messrs. THOS. COOK & SON, Hongkong, or from The American Express Company, Hongkong.
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| | | | |
|---|---|---|---|
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| Lakeside Hotel | Kyoto Hotel | Nagoya Hotel | San-ye Hotel |
| Kamakura:— | Miyako Hotel | Nara:— | Shizuoka:— |
| Kaihin Hotel | Matsushima:— | Nara Hotel | Daitokwan Hotel |
| Karuizawa:— | Park Hotel | Nikko:— | Tokyo:— |
| Mikasa Hotel | Miyajima:— | Kanaya Hotel | Imperial Hotel |
| Mampei Hotel | Miyajima Hotel | Nikko Hotel | Tokyo Hotel |
| Kobe:— | Miyanoshita:— | Omori:— | Tsukiji Seiyoken Hotel |
| Oriental Hotel | Fujiya Hotel | Omori Hotel | Yokohama:— |
| Tor Hotel | Nagasaki:— | Osaka:— | Grand Hotel |
| | Japan Hotel | Osaka Hotel | |

IN TAIWAN (FORMOSA)
Taihoku:—Taiwan Railway Hotel

| IN CHOSEN | IN MANCHURIA | |
|---|---|---|
| Fusan:— | Changchun:— | Hoten (Mukden):— |
| Fusan Station Hotel | Yamato Hotel | Yamato Hotel |
| Keijo (Seoul):— | Dairen:— | |
| Chosen Hotel | Yamato Hotel | Ryojun (Port Arthur):— |
| Shingishu:— | Hoshigaura:— | Yamato Hotel |
| Shingishu Station Hotel | Yamato Hotel | [48 |

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## JAPAN'S TRADING METHODS.

### PREVALENCE OF THE GAMBLING SPIRIT.

### MEETING OF THE YOKOHAMA AND TOKYO FOREIGN BOARD OF TRADE.

At the annual meeting of the Yokohama and Tokyo Foreign Board of Trade held at the Board Rooms on Monday (11th inst.), Mr. I. Bickart, the Chairman of the Board, gave an interesting review of the year's trading, in the course of which he took occasion to refer to the evils that have followed in the wake of the war. From the full report of the speech appearing in the *Japan Gazette* we make the following extracts:—

"Altogether, the past year has seen a series of endeavours in all parts of the world to bring some sort of order into the state of chaos which has prevailed almost universally since August, 1914. While the European countries are absorbed in these momentous questions, Japan, having enjoyed exceptional prosperity during and immediately after the great war, is continuing slowly to adjust her affairs. This adjustment has certainly been somewhat slow, and it is high time for the Government to tackle the situation in earnest, as unless this is done, the position of Japan as an exporting country will be seriously menaced when Europe again settles down to steady work. Japan has so far had a very easy time, the boom following the war put a great deal of money into the pockets of the people, and the result is that they acquired extravagant habits, and labour has become less productive. Traders have become gamblers, and the spirit of get-rich-quick has demoralised still further those who were originally not over-scrupulous in their dealings. Plenteous supplies of money made banks careless in granting advances to questionable enterprises, and the result has been that when the day of reckoning arrived many of them were unable to face the situation they had themselves brought about. If Japan is to become economically sound again the whole system will have to undergo a thorough reorganisation.

JAPAN LOSING HOLD OF HER MARKETS.

"Many markets which could have been retained if proper efforts had been made to keep them have already been lost; and even in China, where her proximity and similarity of customs and written language give Japan an enormous advantage, she is feeling the severe competition of other producing countries. It would be real disaster if Japan should lose that market through laxity of efforts and antiquated methods. Excessive wages, as distinguished from adequate wages, and careless manufacture are the complaints most frequently heard uttered against this country; it has to be admitted that they are generally justified. It would, of course, be impossible to get the level of wages back to the pre-war standard, and the remedy can only be the improvement of the skill of the wage-earners. In other leading manufacturing countries, wages are higher than they are here; the skill of the workers is also higher.

"It would, however, be unfair to blame the Japanese workman for his lack of ability: the fault lies to a great extent with the capitalist, who cannot be brought to look ahead, and in this anxiety for immediate profits will not lay out funds sufficient for the installation of up-to-date machinery and the adequate training of the workmen. The inferiority of much that is manufactured in Japan is due to the fact that the goods are produced by irresponsible concerns. Another reason for irregularity of the goods turned out is the large number of petty factories, which, employing a few workers in each, amalgamation into large units would help to rectify the defects to which I have referred.

"The Government is reported to be considering measures for bringing down the excessive cost of living in this country. During the year feeble efforts were made to cope with the evil: but the opportunity offered by the splendid rice crop was missed as the Government arranged to buy up the surplus of the crop, and thus prevented what would otherwise have been a welcome fall in the price. Producers of copper were also granted protection by an increase of the import duty. In face of such action, it is hopeless to expect that the Government is likely to assist in making living easier, and thus enabling producers to compete in the markets of the world. The influence of those who are interested in the maintenance of prices at the present level is still too strong.

"ALL IS NOT WELL WITH THE COUNTRY."

"That the increase in exports consists almost entirely of the value of the raw silk shipped to the United States, while no other article of export has shown any increase worth mentioning, and many have declined, is a certain indication that all is not well with the country. Silk may perhaps no longer be classed as a luxury; its consumption may increase. But the constant development of the artificial silk industry, and the always present risk of a change of fashion in the consuming countries, must be reckoned with in estimating the chances of the natural product to hold its own. The time is now ripe for an earnest effort to develop the export trade of the country, and if that effort is not made, the outlook is not encouraging.

The prospects for 1923 are in favour of a reduced import; the good rice crop of 1922 should make imports of that staple unnecessary. It is not likely that any overtrading has been done in any of the big staples, so that the ground is prepared for an improvement in business.

I would have wished to report an improvement in the general work of the Customs House. The fact is that conditions have not improved in the handling of import cargo. It is no unusual thing for goods to remain on the Hatoba for a month while being passed through the Customs; this even in the case of cargo which could be easily inspected and appraised. The officials of the lower ranks still waste time, remain away from their work on the slightest pretext, and do very little when they are at their desks. The loss falls on the importer, and the Government wants to discourage imports; not much hope for improvement, I fear.

A new regulation was instituted at the end of the year, by which exporters are required to furnish an invoice of the goods specified in the export application, on pain of having each package opened and the contents examined in detail. The reason given is that it is desirable to secure more exact statistics; but it is not easy to see how these are to be obtained under the new regulation. On the other hand, it is certain that any obstacle placed in the way of an exporter does harm to the country."

HEARING OF COMMERCIAL CASES.

Dr. J. E. de Becker also addressed the meeting, calling attention to the need for Commercial Courts in order to expedite the hearing of cases.

"I am certain" (said Dr. de Becker) "that I am voicing the sentiments of a very large section of the entire community when I venture to state that business men, both Japanese and foreign alike, are getting simply sick and disgusted with the exasperating delays to which commercial cases are subjected, even when the issue involved is extremely simple and the value of the subject matter comparatively small. Some of these cases are allowed to drag on month after month and even year after year, and the most palpably flimsy defences are gravely considered and investigated, instead of being brushed aside and spurned as puerile and dilatory. Instead of cases being heard consecutively and decided upon then and there, as they obviously should be, they are heard in sections for an hour or so at a time, and then adjourned for three weeks or a month to permit unnecessary witnesses being called and belated pleas being supplementarily filed. In fact, in many cases, the whole procedure from a business man's point of view is a farce from beginning to end, and the tendency to formality and red tape has become so irritating and excessive that it nullifies the legal remedy and results in a substantial denial of justice. Moreover, these delays, being long-drawn out, are costly in more ways than one, and people with limited means are often barred from seeking justice because bitter practical experience has proved to them that the legal remedy is infinitely worse than the legal disease."

The speaker then gave an outline of the procedure which should be followed in Commercial Courts, which, he mentioned, had achieved great success in other countries. The necessity of legislation against unfair competition was also drawn attention to by the speaker, there being, he said, "so many unscrupulous tricksters about who steal the business ideas of competitors, and whose activities form a serious menace to honest trading, that special legislation is needed to protect the community from them. These people imitate wrappers and receptacles, spread injurious and false reports, entice, suborn and bribe the employés of other firms and do other equally reprehensible acts which the existing laws do not reach; and it is time that something was done, to stop this kind of thing by rendering such practice legally dangerous."

Among other matters to which Dr. de Becker drew attention as requiring reform were the complicated tax system and the telephone installation scandal, the whole trouble in regard to the latter point being that the Department of Communications failed to exercise any foresight, appeared stolidly indifferent to the crying needs of the community, and apparently had no sympathy whatever with the inconvenience its shortcomings were causing the public. The speaker also condemned the increase in the foreign postal rates as a penny wise and pound foolish policy, tending to injure Japanese commerce.

HIGH PRICES.

Turning to the question of prices Dr. de Becker said:—

"The next thing I wish to remark upon is the question of prices, because if something is not done to reduce these to normal figures I am afraid there are troublous time ahead. Japan, which was formerly an exclusively agricultural nation, has committed herself to industrialism, and it is now a vital necessity for her to find an output for her manufactures; but if she does not take drastic measures to prevent profiteering in the necessities of life she is bound to lose a great deal of her overseas trade. No people and no Government can defy economic laws, and no traders can hold their own if they cannot meet fair competition. Articles can now be produced and sold abroad at lower costs than in Japan, and if this continues many of the factories which were started with such great hopes will eventually be forced to close, thus throwing a vast number of people out of work, creating difficult social problems and undermining the very fabric of the state by paving the way for dangerous demagogues to turn the heads of half-starved mobs. For a time the country may get along and keep going by imposing still higher protective tariffs; but this means the people will be literally feeding on their own flesh, consuming their reources, destroying their international trade, and pursuing a wholly retrograde course. Now as rice is the staple food of Japan and as it fixes the standard of all prices in this country, I submit that in the general interest the Government ought to adopt immediate and effective steps to bring the price of this vitally necessary commodity down to the level to which it would naturally fall were it not for wholesale manipulation and engrossing by speculators, and the unwise interferences of the Department of Agriculture and Commerce. I believe that if the Government would abandon its pernicious policy of bolstering up prices, protecting industries, and grandmotherly coddling and meddling with natural economic laws, we would soon see an improvement in the situation. But before much good can be accomplished, speculation in, and combines controlling, foodstuffs must be absolutely stopped by means of appropriate legislation, because the food speculator is very little better than a pirate in his methods, and far more dangerous to legitimate traders and the commonwealth.

DISCRIMINATORY TREATMENT OF FOREIGNERS.

"In conclusion I should like to draw your attention to, and make an appreciative remark about an editorial in the *Jiji Shimpo* which came out about a week ago, as it shows that, in spite of everything, the international mind is developing Japan, and that there are men here who possess vision and are facing squarely towards the light. The *Jiji* said in substance:—

"Racial equality and fairness in trade relations are principles which must be acted upon for advancing the welfare of mankind and ensuring the peace of the world. As we have often urged, it is well to espouse these principles. But to get the best results from advocating them Japan must first end the discriminatory treatment which she is herself extending to foreigners. The principal examples of this treatment are denial to aliens of landownership, coasting trade and mining rights. Another example is the prohibition of the entry of Chinese labourers into the country. Unless these discriminations are abolished, Japan's advocacy of racial equality and fairness in trade relations must lack weight. . . . There is excuse for these things. They spring from sentiment or self-seeking, and consequently there is great danger of the situation becoming further aggravated."


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Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
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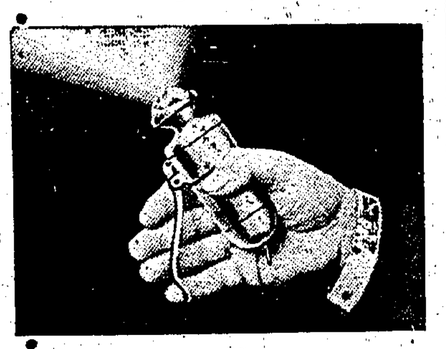
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## SCOTTISH SPORT.

### THE GOLF INTERNATIONAL.

BRITISH TEAM'S COLIAPSE.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, May 23rd.

After a contest which until the last lap promised to yield the happiest results for British golfers, the American team at St. Andrews successfully defended its claim to retain the Walker Cup. That the victory was won by the narrowest possible margin—six games to five—only accentuates the sense of disappointment in the failure of the British representatives to wrest the honours from their rivals. The British team unlike that of last year, had few critics; the selection was almost as good as could have been made, and with the historic Old Course of St. Andrews as the scene of the encounter, not to mention the prevalence of climatic conditions of a kind much more common to British than to American golf, our men entered upon their task with some advantage. A lead of three matches to one on the first day's play by foursomes encouraged the liveliest expectations of ultimate victory, and brighter still was the prospect when at the end of the first round of the single matches on the second day British players were "up" on their opponents and the remaining three had at least the qualified satisfaction of not being "down," having finished the round "all even." They had only to hold their advantage to win comfortably; but in the final round it was whittled away until it vanished entirely, and the Americans were practically presented with an unexpected victory.

Had the play of the Americans in the second round of the singles been as brilliant as, for instance, was Mr. Cyril Tolley's on the outward half of the course, which he covered in 34 strokes, the explanation of the defeat of the British team would not have been far to seek; but, however unpalatable it may be, one can only describe this conspicuous failure to a deterioration of play in the majority of the matches at the moment when the victory for Britain was almost assured. The Americans were probably surprised to find themselves on the winning side, after having had the worst of the contest until near its close. It will be difficult to convince the vast numbers of golfers who awaited the result with some confidence that the British team has not thrown away a fine opportunity of capturing the Walker Cup. While the American invaders would have been delighted to win our Amateur championship—and it is largely due to Mr. Wethered that they failed to achieve that distinction—they have successfully defended their title as a team to international honours, and they will take across the Atlantic for the first time the St. George's Cup which Mr. Ouimet won at Sandwhich. The next task of British golfers will be to endeavour to win back the open championship, and although Walter Hogan was defeated in the Leeds tournament by H. C. Jolly, a young English professional, America is certain to be a formidable rival a few weeks hence at Troon. Four rounds of stroke play is a different proposition from even 36 holes under match conditions, and across the Atlantic golfers are bred to the card-and-pencil code.

BRITISH FAILURES AND SUCCESSES.

What of the British team? Tolley and Wilson can have no regrets. Both did all that was required of them, though both finished on Saturday with little enough to spare. Wethered, too, was very good both days, and on the last round held his own against the most brilliant golf of the day. He should have been dormie three but, missing a golden chance, he found Ouimet's pace too hot, Murray played good golf throughout, and fully justified his selection. Holderness was a similar case. With Hope, he was the hero of the one big thrill the foursomes produced, though he played but indifferently all that day. On the last day he was the Holderness again of the Prestwick Championship. He held his own against one of the best on the day's form of the Americans, and was only taken by surprise at the last three holes. There was a feeling after his foursome play that he should stand down for the singles, but his golf on the final day was probably as good as any substitute could have played although his finish, as has been said, was unfortunate. MacKenzie, Hope, Harris, and Hooman, who was dropped for the singles, were the failures of our team. With MacKenzie and Hope it was largely a matter of putting, yet their breakdown in this important department of the game was complete. A good many thought Harris should not have been playing in the singles. John Caven, who was selected for the team but was not asked to play, could hardly have failed—putting it at the lowest—to play better than Harris did on the final day. It is easy, however, to be wise after the event, and Harris might have struck his best form just as Holderness did.

CRICKET.

There have been more than the usual number of surprises in cricket, particularly in the Scottish Counties Championship. Clackmannanshire showed a brilliant recovery and smote Aberdeenshire to the tune of 194 for seven against 129 for six and drew. Stirling County did better, gaining a smart win at the expense of Forfarshire—190 for 8 to 97. In the Western Union Championship, the features of the week were the success of Poloc against Kelburne and the recovery of form by Clydesdale shown in their match with Ferguslie. Greenock is the only unbeaten side.

In club matches, Grange has had the rare experience of being beaten in two successive games, this time by Selkirk, 109 to 120. Glasgow High School F.P. served up another unexpected result by overthrowing Ayr, and Carlin defeated Kilmarnock.

## PERPETUAL PENSIONS.

Mr. Isaac Foot asked the Chancellor of the Exchequer in the House of Commons, recently, if he would consider the advisability of commuting the perpetual pension, now being paid in respect of distinguished services rendered to the nation more than a century ago.

Mr. Baldwin said the Treasury were always ready to commute perpetual pensions if terms could be arranged satisfactorily from the standpoint of the taxpayer.

Mr. Foot asked if the Chancellor was aware that the country had already paid, apart from interest, £850,000 in respect of battles fought over a century ago, and if he did not think these services had by this time been amply rewarded.

## THIRD CLASS PASSENGER TRAVELLING FIRST CLASS.

AN AMUSING RAILWAY INCIDENT.

A writer in a Service journal tells the following amusing story:—

How difficult it is to fully understand what is in the mind of one's fellow man, and how almost impossible to determine what are the ideas and principles which actuate him! On one of the lines of the Southern Railway four passengers assembled in a first-class non-smoking compartment. As soon as the train started, one of these (an American, from his speech) produced a big black cigar, cut the point, and, applying a match, ignited it. To him another passenger addressed himself, pointing out that they were in a non-smoking carriage and that he objected to smoking. The smoker simply eyed his interlocutor and increased, rather than diminished, the volume of pungent smoke he was producing from a particularly strong weed. Time passed and, although the speaker varied his address from the strictly polite to a more forcible expression, he got nothing but a stare in reply. At last, losing all patience, he remarked, "We are now getting into a station, and I shall make a report of your conduct to the officials." Still silence from the smoker until, as the train drew up at the platform, he suddenly opened the window and called a railway inspector who happened to be near.

"Say, stationmaster," he remarked, "here's a third-class passenger travelling first, and I object to his company." The inspector demanded the protesting passenger's ticket, which proved to be third-class, and immediately ordered him out of the carriage, claiming also excess fare for that portion of the journey accomplished. The American remained smoking with his head out of the window, an interested spectator as the ejected passenger paid up. Then, as the train moved out of the station, he closed the window and, leaning back in his corner, smoked more contentedly than ever.

Thereupon, one of the remaining passengers, who had been following the comedy with interest and who had appreciated the clever way in which the tables had been turned, asked "Excuse me! I must say you handled this little matter very shrewdly: but do you mind saying how you knew that your friend was a third-class passenger?" "Guess that's easy," he answered. "The boob had his ticket sticking out of his vest pocket, and I saw it was the same colour as mine!"

## PRIVATE ENTERPRISE.

BRUNNER MOND.

The following is from the *Daily Herald* (London):—

No wonder Sir Alfred Mond believes in private ownership, for the profits of the firm with which his name is associated, for the year ended March 31st, are a record. The profits amount to £1,650,295, as compared with £1,022,000 for the previous year, and the dividend on the Ordinary shares is increased from 8 to 11 per cent. This rate of dividend is equivalent to 27½ per cent., because in 1918 three fully-paid shares were given as a bonus for every two Ordinary shares held. When the young German and the young Swiss who, in 1872, started a business together in this country, and built up a wonderful undertaking on the scientific discoveries of the former, they little foresaw the extent to which their descendants would extend it by financial operations in the shape of absorptions and amalgamations. In 1915 the company acquired the Ammonia Soda Company, in 1916 the Castner-Kellner Alkali Company, in 1918 the Buxton Lime Firms' Company, and in 1920 the Electro-Bleach and By-Products, Ltd., to mention only some of their acquisitions. The company is taking powers to issue to its staff and workpeople up to £100,000 Ordinary shares, without having to offer them first to existing shareholders. The idea is, presumably, to give those employed a chance of buying some of the shares in a co-partnership scheme, and seeing that the capital consists of £9,647,041 in Ordinary shares, with £4,000,000 in 7½ per cent. Preference shares, any shares held by the workers are not likely to play a preponderating rôle.

The conclusion one comes to after studying the gigantic profits of this chemical octopus is that, if you happen to have a great and successful genius for a father, who, in partnership with a clever commercial man, builds up a big and prosperous business, you can easily believe in the benfits of private enterprise. To do a great chemist justice, it should be added that the late Dr. Ludwig Mond was a public-spirited man, and that instead of cutting down facilities to the public for visiting our national treasures, he left the greater part of his valuable collection of pictures to the National Gallery, besides bequeathing £20,000 to the Academy of Munich for scholarship, £50,000 to his old University at Heidelberg, and £20,000 to his birthplace, Kassel; but he left us his son.

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| Ewo Cotton Mills | Tls. | 3.10 sa. |
| Shanghai Cottons | Tls. | 99 b. |
| Orientals | Tls. | 5.60 b. |
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# OPENING OF NEW H. & S. BANK AT SHANGHAI.

## A STIRRING SPEECH BY SIR RONALD MACLEAY.

## GOOD ADVICE FOR CHINA: COUNTRY MUST ABANDON ATTITUDE OF SUSPICION.

In marked contrast to the imposing structure which probably rightly has been called the biggest and grandest commercial house in the Far East, and possibly is not excelled by any foreign building other than the various Government houses in India (says the *N.-C. Daily News* of June 23rd.) the opening ceremony at the new Hongkong and Shanghai Bank on The Bund on Saturday was of a very simple order. Indeed, it would have been well nigh hopeless to have attempted anything greater, for the vast crowd that gathered to view the new premises defied management even by the large force of police on duty. Admission was to be by ticket only according to previous announcements, but a hundred ticket inspectors would have been necessary to check the visitors. They passed through the great gates in columns a dozen deep in an unending stream for quite half an hour, and even then, so vast is the central hall, there was still room to walk around. So there was a never ending shuffle of feet and a buzz of conversation that made the speeches inaudible except for a sentence here and there that may have been heard by the few immediately beneath the dais.

Shortly before noon, traffic along the Bund between Foochow and Canton Roads was stopped, a half circle of Special Constables was drawn up in front of the main entrance to the Bank and guards of honour of Sikh and Chinese Police were mounted. There were then very few people at the Bank beyond those more intimately concerned with the occasion, amongst those on the steps for the first part of the ceremony being Mr. A. G. Stephen (chief manager), Mr. G. H. Stitt (Shanghai manager), Mr. Sidney Barton, C.M.G. (H. M. Consul-General), Sir Skinner Turner, Judge Peter Grain, Mr. H. H. Fox, C.M.G., Admiral Sir Arthur Leveson, K.C.B., General Ho Feng-ling, Mr. Hsu Yuan, Capt. Wood, U.S.N., Mr. A. Brooke Smith, Col. M. H. Logan, Mr. G. L. Wilson, Mr. A. O. Lang, Sir Wm. Rees Davies, Lady Macleay, Lady Leveson, Mrs. Stephen and Mrs. Stitt. These were later joined on the dais by most of the Consuls and other prominent people.

### THE OPENING CEREMONY.

Punctually at noon, Sir Ronald Macleay, K.C.M.G., H. M. Minister, drove up in a motor-car and without any ceremony or speeches, was handed a key with which he opened the central gates, being immediately followed in by a tremendous crowd. The Minister and special guests were given seats on a raised dais in the Central Hall and after some ineffectual attempts to obtain silence, and to the accompaniment of the operations of camera and cinema men.

Mr. A. O. LANG, Chairman of the Court of Directors, said:—

It was in 1864 that the Hongkong Shanghai Banking Corporation first opened its branch in Shanghai—at first in an unpretentious building on the site where now stands the Palace Hotel, and later in the building which was for so long a familiar feature of the Bund, and was only recently pulled down to make room for the present structure. In those early days the Shanghai Bund presented a very different aspect from that which it has now; and the building of the Hongkong and Shanghai Bank, flanked on the one side by old-fashioned Hongs, and on the other by the picturesque but dilapidated Chinese Yamên which then did duty for a Custom House, was the most striking object which met the eye of the traveller coming up the river. No one at that time could have foreseen the enormous expansion which has since taken place in the trade and wealth of Shanghai, as evidenced by the many handsome buildings which now adorn its frontage; nor could the first Directors of the Bank, in their most sanguine moments, have foreseen the immense volume of business which now passes daily through its Shanghai branch, necessitating the most highly organized machinery for its safe and efficient handling.

The solid lines and spacious proportions on which this building has been designed by its able architects, and the perfection of detail with which the work has been carried out will make it a fitting home for many generations. The decision of the Directors to incur this heavy cost may be regarded also as a visible proof of their faith in the future of this teeming settlement, and of the great country of which it is the commercial gate, a faith which I hope may remain unshaken by the present deplorable condition in China and the recent outbreak of brutal lawlessness which has justly aroused the indignation of the world. Though conditions look dark now, let us remember that the darkest moment comes before the dawn, and support ourselves with the hope, not only that China has now filled the cup of her folly to the brim, but that the foreign Powers have awakened at last from their dream of a self-regenerated China. The doctrine that China must work out her own salvation has been tried and found wanting; it is not only derided by most intelligent Chinese, but has been abandoned by nearly all thinking foreigners.

### FOREIGN INTERVENTIONS.

We have very reluctantly come to the conclusion that the time has come to give foreign intereference a trial, not in any aggressive spirit, but with the firm and friendly determination to save the country from the chaotic condition to which military misgovernment and political demoralization have brought it, and to secure again for foreign trade and residents the protection and immunity to which they are entitled by Treaty. Our Government is indeed faced with a grave responsibility, and the immense interests at stake demand that they must see their task through: but I am persuaded that firm insistence by them on essential reforms, backed, if absolutely necessary, by an unequivocal demonstration of force, will not only speedily react in the restoration of order and security, but will be welcomed by the masses of China who are suffering no less than ourselves, from the long continued misgovernment and lawlessness of their country. I repeat my conviction that these deplorable conditions can be remedied by the Powers whose commercial interests are so deeply concerned in the rehabilitation of China.

A suggestion has been made to us by one of the most important and enlightened of the Chinese parties. It is that our Governments would best serve the interests of China if they insisted on the contending parties meeting in conference until their various claims are reconciled and a Government acceptable to the whole of China firmly established with foreign assistance, financial and administrative, where necessary. I think most of these parties would be only too willing to accept this solution. As for the others who may think their interests are best served by the continuance of the present intolerable condition of affairs, there are various ways of applying pressure to bring them to a reasonable frame of mind. I commend this suggestion to the representatives of the Powers who are doubtless anxious to explore every avenue that may lead to a settlement.

Your Excellency, I now ask you to declare this building open, and I trust it may prove to be a symbol of security and an augury of the prosperous expansion of the trade with the industrious millions of this country, which has become a factor of first-class importance in the economic re-adjustment of the world.

Your Excellency, on behalf of the Directors of this Bank, and of our friends assembled here, I beg to express to you our deep appreciation of the honour you have done us in consenting to leave for a few days your anxious and harrassing duties in Peking to take the leading part in this ceremony, which marks an important day in the history of the Bank.—(Applause.)

### THE MINISTER'S ADDRESS.

Sir RONALD MACLEAY said:—Mr. Stephen, Ladies and Gentlemen,—It was on May 5th, 1921, just over two years ago that my predecessor, old friend and colleague, Sir Beilby Alston, had the great honour and signal privilege of laying the foundation stone of this wonderful edifice destined to be the new home in Shanghai of one of the oldest, as it is one of the most successful and notable, examples of British enterprise and financial genius in the Far East, the Hongkong and Shanghai Bank. When I passed through Shanghai in the early days of February the great building was nearing completion, but was still encased in an armour of scaffolding and, imposing as it looked even in its swaddling clothes, it only presented to the interested spectator a more or less veiled outline of its splendid proportions and hardly gave promise of the full glories which were to be. May I be allowed to say that reality has outrun anticipation and that this magnificent building not only surpasses the great achievements which the skill of the architects, Messrs. Palmer and Turner, and the art of the designer, Mr. Wilson, had led us to expect, but will stand as a lasting tribute to the energy and business capacity of the contractors.

And what of the men who conceived the grand idea! And what of those who by their brains, their industry, their courage and their loyalty to the great corporation which they served, built up from small beginnings over half a century ago these great reserves of prosperity which have made its realization possible and have given to the International Settlement at Shanghai a building which, I believe, in the nobility of its dimensions, the beauty of its decorations, the symmetry of its proportions and elegance of its appointment, is unsurpassed by any financial or commercial house in Asia and the Far East from Suez to the Behring Sea! Much has been written and said of these men, the founders, the directors and the managers of the institution—the servants, as they would wish to be called, of the Hongkong and Shanghai Banking Corporation and pioneers in that they created the first indigenous foreign bank in China operating with its capital and reserves on the silver currency of the country. Their names, like "Wayfoong" itself, are household words in China. I can but touch on a few of them now—raise my hat, as it were, to them in a brief salute and pass on. Among the earliest founders are names like Jardine, Matheson, the Dents and Sassoons. American and German firms as well as Parsee merchants were associated in raising the original modest capital of two million five hundred thousand Mexican dollars. It stands at over twenty million silver to-day.

If the bank, like a wise child, was fortunate in the choice of its parents, the directors have been happier still in the selection of their chief managers. Among these, four names stand out. Sir Owen Cameron, Sir Thomas Jackson, Sir Newton Stubb and, last but not least, that of our distinguished host to-day, Mr. A. G. Stephen, under whose spirited leadership and wise guidance the Shanghai branch of the bank was able to steer an even course through the storms of four years of war and after passing safely between the Scylla of inflation and the Charybdis of depression to emerge triumphant with all sails set in the smooth waters of prosperity. It must be an immense satisfaction to him to-day to see the realization of his dream and to witness the ceremonial inauguration of this magnificent building, surely the most fitting and lasting memorial to his association with Shanghai and to his management of the bank. We offer him our enthusiastic compliments and our heartiest congratulations. I should like to extend those congratulations to Mr. Stitt and to all the foreign and native members of the bank staff. It is not, I think, necessary for me to speak, even if I were competent to do so, of the principal functions of this great bank in developing foreign trade and furthering the commerce and industry, not only of Great Britain and the Dominions, but of China herself. You must all have had personal experience of the great services which Wayfoong renders every day to the importer and the exporter, to the merchant and the manufacturer. I would rather dwell for a moment on some other form of the Hongkong and Shanghai Banking Corporation's activities which though perhaps not so widely known, are yet of the greatest importance in bringing Great Britain and China into closer touch and in strengthening the political, economic and financial ties which unite the two countries.

### ASSISTANCE TO CHINA.

In the first place I would remind you that the Hongkong and Shanghai Banking Corporation have made it a cardinal point of their policy to assist the Chinese Government by a number of important loan transactions either made separately or in participation with the great international banking houses of the world. It was in pursuance of this policy that the Corporation signed certain inter-bank agreements which in November, 1910, led to the formation of the organization which since has been known by that terrible and un-English name, "The Consortium." The Consortium has, as you are aware, passed through many vicissitudes, its membership has varied from time to time, and the scope of its activities has been restricted and subsequently again enlarged. It was finally reconstituted as a four power group in October, 1920 at the initiative of the United States Government. As is only fitting the Hongkong and Shanghai Banking Corporation as the leading English bank in China, has always been the predominant partner in the association of financial houses which compose the British group. I happened to be working in the Foreign Office when the American proposal for the reconstruction of the Consortium on its present four-group basis was under consideration and it was my privilege to be thrown into constant contact with that charming and accomplished gentlemen, Sir Charles Addis whose immense competence in Chinese and international finance together with his clarity of vision and suavity of manner marked him out from the first as the person indicated to preside over the meetings of the international groups to bring the various views into harmony and generally to guide the policy of the Consortium. Sir Charles' brilliant qualities have won for him the signal distinction of election to membership of the governing aboard of the Bank of England and I am sure that the Hongkong and Shanghai Banking Corporation justly feel that some of the honour thereby conferred on their London Manager is reflected upon themselves. Perhaps you will say that out here in China we have not heard much lately of the Consortium. Well, that is true, but I hasten to assure you that because it apparently has been inactive it has by no means passed out of existence. It is very much alive, as your Reuter's telegrams from Paris—if you read them—recently reminded you, and it is ready and willing to help the Chinese Government to find a way out of the hopeless financial difficulties in which it has been involved, by an exhaustive examination of China's assets and liabilities with a view to the elaboration, if possible, of a feasible scheme for the funding of her unsecured debts.

### THE CHINESE SUSPICION.

But if the Chinese Government really wishes for this advice and hopes for further financial assistance from the four-power group it must abandon its attitude of suspicion toward the Consortium and must realize that no loans or advances will be forthcoming from that source except under conditions of strict control both over the security and the expenditure, in order that, on the one hand, the interests of the bond holders may be safeguarded, and on the other, that the money really will be spent for the benefit of China and for the efficient working of the administrative machine and not frittered away on the maintenance of swarms of unnecessary troops—troops which are not needed for the defence of the country against external foes, for China has no such enemies, and are not employed to keep order or to suppress banditry, but are merely used to fight one another and to travel about on the railways without paying their fares. I cannot leave the subject of the Consortium without mentioning another old and trusted servant of the Hongkong and Shanghai Bank, Mr. Guy Hillier who combines the post of Agent of the Branch in Peking with that of Chief Representative of the British Group in China. Mr. Hillier's skill in handling the intricate problems of the Group's relations with the Chinese Government, his remarkable proficiency in the language and knowledge of the Chinese make him an ideal adviser in such matters for H. M. Representative in Peking; and his gentle nature and the wonderful serenity and fortitude with which he endures one of the saddest of nature's disabilties have won for him the affectionate esteem and admiration of a host of friends. He has a trusty second and a stalwart co-adjutor in Mr. R. C. Allen.

### THE BANK'S ASSISTENCE OF RAILWAY ENTERPRISE.

There remains another phase of the Hongkong and Shanghai Banking Corporation activities which should not be overlooked on account of its immense value to China. I refer to their participation in the building of railways. These activities have been exercised chiefly in association with Messrs. Jardine, Matheson & Co., an alliance which led to the formation of the British and China Corporation with the result that British interests have been concerned in the financing and construction of over 600 miles of railways in the Yangtsze Valley alone, and Great Britain maintains a financial interest in nearly 2,000 miles of railways built and operating outside that area. China is a country which owing to the nature of her soil and the cost and difficulty of maintaining roads clamours for development by a network of trunk tramways with subsidiary or feeding lines. Now while much has been achieved in this direction, a great deal more still remains to be done and yet it must be admitted that all over China construction is in abeyance. What is the cause of this suspension of development? Again as in the case of the temporary inaction of the Consortium the fault lies with China herself, or if you like it better, with conditions in China. I need not enter into details as the causes are well known to every intelligent observer of Chinese affairs. Briefly stated the present deplorable condition of the Chinese railways is due to mismanagement, starvation of the lines by a needy Central Government and to the constant interference with the revenues, the traffic and the rolling stock by independent or semi-independent military leaders. Until this state of things has been remedied and the existing load of debt removed there can be no serious talk of fresh railway construction in China.

THE LINCHENG OUTRAGE.

But this is not all, in spite of the fact that considerable sums of money are ostensibly set aside in the budgets of the Chinese Government railways for the provision of a special police force, these railway guards have proved incompetent or insufficient to protect the lives and the properties of the passengers entrusted to their care as was so lamentably demonstrated by the disgraceful outrage last month on the Tientsin-Pukow Railway near Lincheng. This outrage, skilfully planned and boldly executed, was the work of a large bandit organization which for months, if not for years past, has terrified the frontier regions of the three Provinces of Shantung, Anhui and Kiangsu and has been allowed to construct a regular system of fortified strongholds in the mountains only a few miles distant from the principal iron highway between the Capital and Shanghai.

Is it surprising in the face of such an incident that there should be a universal gesture of anger and disappointment, that the press of all civilized countries should be saying that China has retrograded in the last few years, that the lives and property of foreigners are no longer secure and that people should ask if this was what the world was led to expect from the fair promises made by the Chinese Delegates at Washington and from their insistent appeals to the Powers to respect the sanctity of China's Sovereign rights? Is it unreasonable that men who have seen some of their friends and relatives suffer the indignation and hardships and endure the mental anguish of thirty-seven days captivity in the brigand fortress of Paotzeku and who fear that a similar fate may befall their wives, their children or themselves, should demand that the Powers remind China that the claim by a State to the possession of sovereign rights implies the recognition by that state of its sovereign obligations, that the protection of foreigners is guaranteed by solemn treaty engagements and that for the violation of these obligations and the infringement of these engagements the Powers will exact full reparation and ample safeguards for the future.

We can only hope that the state of things which made such an incident as the Lincheng outrage possible will prove an ephemeral one, that out of chaos and disunion peace and order will come and that Chinese statesmen and leaders will emerge who will be sufficiently enlightened to recognize that political aspirations must be renounced when they conflict with the common weal, and that if China is to take her proper place in the community of civilized nations, selfish ambitions must be sacrificed on the altar of patriotism.

THE LESSON OF THE SHANGHAI SETTLEMENT.

There must be many millions of people in China to-day who are praying for the passing of this unfortunate epoch in their country's history and for the re-establishment of peace and good government. Should they lose heart at the difficulties which confront them, they can surely derive comfort and encouragement from the contemplation of this International Settlement of Shanghai where a group of some 20,000 foreigners and a huge body of some 800,000 Chinese not only live in peace and harmony, but because they enjoy the blessings of an honest and efficient administration have been able so to order their affairs and develop their business that this new building which we are inaugurating to-day is only one of many striking instances of the expansion and prosperity of their great city.

May these magnificent new premises of the Hongkong and Shanghai Bank which I have great pleasure in declaring open stand in the eyes of the Chinese as a finger post pointing to peace and prosperity, and may "Wayfoong" be to them for all time and especially at this critical juncture of their country's history, a shining example and a lofty inspiration. —(Applause.)

SPEECH BY SIR WILLIAM REES DAVIES.

Sir WILLIAM REES-DAVIES, Chief Justice of Hongkong, next spoke briefly, first of all reading a letter from H. E. Sir Reginald Stubbs, Governor of Hongkong, expressing regret for his inability to be present. "May the opening of this magnificent structure," he wrote, "be the beginning of a new era of prosperity for British trade in China which the Bank has done so much to assist." Continuing, Sir William Rees-Davies said:—As a dweller in Hongkong I deem it an honour to be permitted to say a few words on this all-important occasion.

At the ceremony of the laying of the foundation stone Mr. Stephen gave an assurance that the building to be erected would dominate the Bund. That assurance has been fully ratified, but if this great International Settlement can claim this magnificent building we in the Colony of Hongkong are proud to own the head office of the Corporation, and to have its Chief Manager and several of its directors holding office on the Executive and Legislative Councils of the Colony, as well as taking an active part in the various commercial enterprises of the Colony. Hongkong's prestige rests largely on British trade in China, and British trade in China depends to a paramount extent on the co-operation of the Hongkong and Shanghai Bank. Is it not a fitting metaphor to describe this great corporation as the beacon light in the trade of the Far East?

As the head of the Judiciary in Hongkong, may I be permitted to bear testimony to the important relations existing between commerce and the administration of justice? In this view I am sure that my colleague Sir Skinner Turner will concur. I make bold to declare that we are confronted in Hongkong with litigation that will compare in point of commercial importance with any of the cases heard in the Courts of London, and we can call to our aid as Special Jurors men in every respect the equal commercially and intellectually of a Special Jury of business men in the City of London.

Furthermore, the Courts in which we administer justice are the equal, and in some respects superior, to any of the courts in the old country.

The relationships between the administration of justice and commerce are pleasing and I believe command the confidence of the commercial community.

I rejoice as a representative of the Judiciary to participate in this most interesting occasion.

TRIBUTE FROM THE GOVERNOR OF THE PHILIPPINES.

Captain OSBORNE WOOD, U.S.N., son of General Leonard Wood, Governor-General of the Philippines, and his A.D.C., then read the following cablegram received from his father, whom he was present to represent: "I regret exceedingly that I cannot be with you to-day. I have sent my aide-de-camp as my official representative to express to you my regret at my inability to be with you and to transmit an appropriate expression of appreciation for your energy and ability which have made this great building possible. It is but one of the many successes which bear the stamp of your genius. All best wishes for your continued success and happiness."

SPEECH BY THE CHIEF MANAGER.

The Hon. Mr. A. G. STEPHEN, Chief Manager of the Bank, was the next speaker. He said that 37 years ago the present head office of the bank was opened here. It was a very pretentious building for that time and, in the general opinion, was very much too large. It was therefore promptly termed "Jackson's Folly," after the general manager of that day. He had not yet heard anybody describe this building as "Stephen's Folly," but hoped that their good faith in the future would be as fully justified as was that of Sir Thomas Jackson. (Hear, hear.) Mr. Stephen went on to express his thanks to the many distinguished guests on the platform for attending the ceremony, and then thanked also the banking public for the patience with which they had borne the inconvenience of the temporary premises. In the new building they would find their affairs promptly attended to, but if ever they should have to wait they would find also that their comfort had been studied. Adding a word as to the political situation—though the bank did not take much interest in politics—Mr. Stephen said that if the present troubles of China were dealt with with a firm hand, a speedy and satisfactory settlement would soon be arrived at. They had no misgivings in the matter, and were ready to go ahead boldly and cheerfully.—(Applause.)

ADMIRAL LEVESON.

The closing speech was made by Admiral Sir ARTHUR LEVESON, K.C.B., whose remarks were delivered in a way characteristic of the Navy. On behalf of the visitors, he congratulated the bank upon the completion of their great enterprise in erecting that magnificent building, which was a sign of and a tribute to the great progress they had made. Speaking of the connection between the Navy and Commerce, the Admiral observed that the public might feel safe when the Navy was there, but the Navy only felt safe when the Bank was there.—(Laughter.)

At the close of his remarks, which were addressed to those on the platform owing to the difficulty the speakers had in making themselves heard by the great mass of people in the hall, Admiral Leveson made his cordial congratulations visible to all by bringing forward Mr. Stephen to the front of the platform and heartily shaking him by the hand, a little demonstration which the spectators duly appreciated.

At the close of the proceedings the band played "God Save the King," and guests were then free to inspect the magnificent building, and incidently partake of the bank's generous hospitality.

## SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extreme Orient, in their report, dated Saigon, June 18th, state:—

Our market is still very quiet with practically no change since our last report. The supply of paddy is still below the average, the holders in the interior looking for higher prices.

The total amount of rice exported from January 1st to June 4th, 1923, is 634,698 tons, against 546,494 tons in 1922.

We quote to-day:—White Saigon rice, No. 2 sifted, Japan quality, Hongkong, $5.35 per picul, f.o.b. Saigon, for June/July shipment.

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is the latest of the finger operated eyeglass mounting and has been designed to avoid all the objectionable features of this type of mounting. The long coil springs of the Fit-U prevent spring breakage, and can be instantly adjusted to give more or less pressure on the nose. The nose clips are of special shape to prevent slipping. Fit-U Pince-nez of any metal are obtainable from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians,—the most competent optical Colony—located in 53, Queen's Road Central.—Advt. [101

## RESPITE FOR CONDEMNED MAN.

DECISION AS TO HIS FUTURE TREATMENT DEFERRED.

We are officially informed that H.E. the Governor has accepted the advice of the Executive Council that the death sentence passed on Lo Kam-shan for the murder of his son should not be carried out, and has deferred his decision as to the future treatment of the convicted man until he is satisfied as to his mental condition.

[Lo Kam-shan was found guilty at the Criminal Sessions on June 16th of having murdered his small son. The circumstances were that on May 25th the prisoner, with his child in his arms, jumped into the water with the obvious intention on his part of drowning the child and putting an end to his own life. Both, however, were rescued, and the man subsequently accounted for his rash act by saying that his wife had "gone wrong." The evidence suggested that he was suffering from hallucinations on this point at the time. The wife was actually in hospital, and by a strange coincidence, the child when it was rescued was taken to the same hospital. The mother recognised its cries and begged that she might have it in her bed. Shortly afterwards the child died in her arms. The medical evidence at the trial was to the effect that the child died from congestion of the lungs as the result of immersion. It was suggested by Mr. N. I. Brewer (Counsel for the prisoner) that the child was suffocated by the mother. The Chief Justice (Sir William Rees-Davies) in his summing up pointed out to the Jury that there were three verdicts they could bring in,—"not guilty"—"guilty" and "guilty but insane." In connection with the last verdict they could so decide if they thought that the prisoner was not responsible for his actions at the time he committed the crime. It was quite possible that he was suffering from delusions and believed honestly that he was doing the right thing. He added that the case was a sad one. The Jury returned a plain verdict of guilty and the father was sentenced to death.]

## PEAK TRAM ACCIDENT.

EARLY MORNING CAR DERAILED.

SWITCHES BELIEVED TO HAVE BEEN TAMPERED WITH OVERNIGHT.

Interference with "the points" during the night is believed to have been the cause of an accident to the first up Peak tram yesterday morning,—an accident which might well have had very serious consequences. When the car, starting at seven o'clock, reached the loop above May Road it ran on to the wrong line, and then went right off the track. It was only owing to the coolness of the conductor that a serious accident was averted. Had he lost his head and failed to put on the brakes, "anything might have happened." As it was the service was stopped for two or three hours, and Peak residents had get down to town as best they could.

It appears that when the last cars have run at night, the switch is left in position for the car next morning. It is quite possible for any person to tamper with the switch overnight, but its position is not easy of access, and it has never been tampered with before. There can be only two explanations of the accident. The one is that the switches were left wrongly placed the night before, and the other—which is believed to be most likely—is that they were deliberately tampered with overnight.

The tramway staff managed to get the car back on to the rail at about 9 a.m., and shortly afterwards the two cars on the service were run back to the termini. The damage was not serious, but repairs were necessary, and it was five minutes to twelve before an experimental car was run, without passengers, in order to test the cars. At five or ten minutes past twelve the ordinary service was resumed.

## FIGHT WITH LEMONADE BOTTLES.

A CHINESE QUARREL OVER 24 CENTS.

A fight with mineral water bottles between two Chinese over a 24 cents debt found a sequel at the Magistracy yesterday morning when both were charged before Mr. C. D. Melbourne with disorderly conduct by fighting.

Inspector Ogg, in charge of the case, said the two men set to fighting in Kowloon City Road. They commenced to throw mineral water bottles at each other, and eventually fought their way into a shop which sold mineral waters and tobacco. They appear to have freely helped themselves to the bottles for use as weapons of offence, and they did damage to the extent of $1.59. The first defendant had a big gash in his side close to the ribs and had been in hospital all night. The other man had several cuts on his hand.

The shopkeeper appeared to give evidence. Owing to an affection of the throat he could only "wheeze," with the result that he had to bring along one of his fokis to act as interpreter. The foki is the only man in the Colony who can follow what his master is saying.

The shopkeeper stated that the men came fighting into his shop and it was impossible to stop them.

His Worship fined each man $2, instructed them to pay $1 each as compensation to the shopkeeper, and bound them over in the sum of $25 each to be of good behaviour for six months.

## CRIMINAL SESSIONS.

[BEFORE HIS HONOUR THE PUISNE JUDGE (MR. JUSTICE GOMPERTZ).]

THE SHOOTING OF SERGT. DOWSE.

TWENTY YEARS' HARD LABOUR.

The shooting affair in Shing Wong Street on May 3rd last when Police Sergeant W. G. Dowse was wounded had its sequel at the Criminal Sessions, yesterday morning, when Wu Lun Fan was indicted on three counts: (1) wounding with intent to murder Sergt. Dowse; (2) wounding with intent to maim or disfigure Sergt. Dowse; and (3) shooting with intent to inflict bodily injury.

The Jury empanelled for the case was: Messrs. F. F. Duckworth (foreman), C. des Vœux Sullivan, F. J. Silva, de Loureiro, J. F. Fisher, F. Soutar, W. L. J. Souza and D. McKenzie.

Mr. H. K. Holmes, Crown Solicitor, outlined the story of the shooting. Shing Wong Street, he explained, was a steep gradient which ran down from Hollywood Road towards Queen's Road. About halfway down the street on the left hand side there was a flight of steps which went underneath part of a house. Between 9 and 10 p.m. on the 3rd May it was alleged that the defendant was talking to a woman. Three other men were with him. Someone passed and abused the accused, who cursed him. The passer-by went away to collect reinforcements for the purpose of promoting a fight. The accused in the meantime had gone away and changed his clothes. Although there was no direct evidence that when he returned he had a revolver it seemed very probable that he had. At this time Sergt. Dowse was on patrol in the district and on arriving at the top of the steps he noticed the crowd but could not ascertain the definite cause for the gathering. He went away and a little later went down the street again. The accused and another man were standing on the gangway over the steps and on the Sergeant approaching them they made as if to get away. The Sergeant seized one of the men, who struggled with him and wrenched himself free, at the same time tearing his coat. The man pulled out a revolver and fired a shot, which hit the Sergeant in the right shoulder. He was staggered for the moment, but on recovering pulled out his revolver and fired at his assailant as he retreated down the steps. The other man then rushed past the Sergeant, and, as he ran, produced a revolver and fired at him. The Sergeant fired at him in return. Sergt. Dowse was unable to identify either man. On the following day the accused was arrested at No. 7, Elgin Street, which was quite close to the scene of the shooting. In the house was found a torn coat, which Mr. Holmes said "Was a matter of importance in view of the fact that the man who fired the first shot tore his coat in the struggle."

Mr. Holmes then quoted from the prisoner's statements in reply to the charges. When first charged he said he know nothing about it. Later, after hearing the evidence against him at the Police Court, he made a further statement in which he alleged that the coat was torn accidently on April 29th near the Central Market. On the night of the shooting he visited his aunt in Shing Wong Street and whilst talking to her three men passed by and made some dirty remarks. He cursed them in reply and they went away to collect a gang of men. He then went to a tea house and returned home at about 10 p.m. and went to bed.

Dr. Smalley gave evidence as to Sergt. Dowse's wound. Had it been an eighth of an inch more forward, he said, it might have been very serious.

Evidence was also given by two Chinese who were eye-witnesses of the affair and they both swore to identifying the accused.

His Lordship, before summing up, suggested to the Crown Solicitor that the first count, that of wounding with intent to murder, be dropped. Mr. Holmes did not object and the first count was withdrawn.

Summing up, His Lordship said that if the Jury found that the accused was the person who fired the shot which wounded Sergt. Dowse then it was their duty to convict him on the second count (wounding with intent). On the other hand if they thought this shot missed the Sergeant, but found that he fired a shot then they would bring in a verdict against the accused on the third count (shooting with intent).

The Jury returned a verdict of "guilty" on the second count.

Asked if anything was known about the man, Mr. Holmes said the prisoner had been sentenced at the present Sessions to ten years' hard labour and ordered fifteen strokes with the lash. (The prisoner was convicted by the Chief Justice for taking part in an armed robbery at West Point).

The Puisne Judge said this sort of thing,—shooting at police officers,—was getting very serious, and according to the Medical Officer's evidence had the bullet been an eighth of an inch either way it might easily have ended fatally.

"Can I order a whipping?" asked the Puisne Judge to the Crown Solicitor.

The Crown Solicitor replied that he did not think he could not.

His Lordship eventually decided, in view of the fact that the prisoner was at present serving a term of imprisonment, to sentence him to 20 years' hard labour, the sentence to run concurrent with his present term of ten years.

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PEAK CLUB.

NOTICE.

MEMBERS are Reminded that the ANNUAL GENERAL MEETING will be held TO-DAY (FRIDAY) at the PEAK CLUB, at 6.30 P.M.

E. B. C. HORNELL,
Hon. Secretary.
1006]

HONGKONG HIDE & LEATHER CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Registered Office of the Company, STUBBS BUILDING, 67 and 69, Des Vœux Road Central, Victoria, in the Colony of Hongkong, on SATURDAY, 7TH JULY, 1923, at 12.15 P.M., when the Question of the Sale of the Company's Property or part thereof will be considered.

By Order of the Board,
E. PEPPERELL,
Secretary.
1007]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 8773 for 200 Shares numbered 77151 to 77200; 47201 to 47250, 110052 to 110076, 121968 to 122037 84151 to 84175; Certificate No 8774 for 200 Shares numbered 50501 to 50600, 37101 to 37200; Certificate No. 8775 for 50 Shares numbered 69951 to 70000 all registered in the Name of Mr. LAM CHOR YIN have been LOST or DESTROYED; and should these Certificates not be produced to the Company before the 7TH DAY of JULY, 1923, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 7th June, 1923. [922

G. R.

NOTICE.

OWNERS of Motor Vehicles, Trucks, Trolleys, Carts, Vans, and DRIVERS of Motor Vehicles are hereby NOTIFIED that Licences for same are due for Renewal on JULY 1ST, 1923.

P. P. J. WODEHOUSE,
Captain Superintendent of Police.
Hongkong, 23rd June, 1923.
[991

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of Six Dollars per Share for the Six Months ending 30TH JUNE, 1923, will be payable on TUESDAY, JULY 24TH, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 9th, to MONDAY, the 23RD JULY (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL,
Acting Secretary.
Hongkong, 25th June, 1923. [995

REMINDER.

THE HONGKONG HOTEL CO., LTD.

REDEMPTION OF DEBENTURES.

THE Respective Holders of the 1,257 DEBENTURES, being the Balance of an Issue of 1,500 Debentures of $500 each carrying Interest at the Rate of 6% per annum, issued by the above-named Company on the 1st day of January, 1909, are REMINDED that, pursuant to the Notice dated the 30th day of December, 1922, duly advertised, the above-named Company will, in pursuance of the power reserved to it by Clause 2 of the Conditions endorsed on the Debentures of the above series, redeem the whole of the 1,257 (One Thousand Two Hundred and Fifty-seven) Debentures without exception (such Debentures being Bearer Debentures) on the 30th day of JUNE, 1923, at which date all principal and interest then due will be paid to the persons, Companies or Corporations respectively presenting and surrendering the Debentures in question with the Coupons representing interest due to the 30th day of JUNE, 1923, and subsequent interest, to the Company's bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, Victoria, Hongkong.

For THE HONGKONG HOTEL CO., LTD.
WALTER J. HAWKER,
Secretary.
Hongkong, 28th June, 1923. [1004

PEAK TRAMWAYS CO., LTD.

NOTICE.

ON and After 1st JULY, 1923, Season Tickets will only be issued as from 1st and 15th of any month. No extensions of time will be granted under any conditions whatsoever.

Prices of Season Tickets available for 3 months will be as follows:—

From Terminus to Terminus:—Men $36, Ladies $24, Children $12.

To or from May Road and Upper or Lower Terminus:—Men $20, Ladies $14, Children $7.

Season Tickets between Bowen Road and Lower Terminus will be discontinued.

Punch Tickets will cease to be issued and in lieu thereof Coupon Books containing 20 Coupons (one Coupon to be tendered for each journey up or down) will be obtainable at the following rates:—

One Book of 20 First Class Coupons, Full distance.....$5.00.

One Book of 20 First Class Coupons May Road.....$3.50.

CHILDREN HALF THE ABOVE.

One Book of 20 Third Class Coupons $1.50 (Available only for Chinese and other Asiatics.)

JOHN D. HUMPHREYS & SON,
General Managers.
Monday, 25th June, 1923. [992

## INTIMATIONS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1913, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 2nd JULY, 1923.

Hongkong, 27th June, 1923. [1002

THE HONGKONG JOCKEY CLUB.

AN EXTRA GYMKHANA MEETING will be held (Weather Permitting) at HAPPY VALLEY, on SATURDAY, JULY 7TH, commencing 3.30 P.M.

The Charge for Admission to the Public Enclosure will be $1.

Soldiers and Sailors in Uniform—Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the reight of introducing 2 non-members to the Members' Enclosure, Tickets for whom can be obtained from Messrs. LINSTEAD & DAVIS at $5 each up to FRIDAY, JULY 6th.

The Stewards invite the Ladies of Hongkong to be present. [1003

SAFE, Sure and Guaranteed Cure for Leprosy, Leucoduma, Patches, Marks, Eruptions, Pimples, Eczema, etc., in Four Weeks. Patients willing to be treated by Post are requested to write. Rs. 7 to 8 ($3.50) Per Week. Full particulars Free under cover. "SRI" WORKS, Beadon Square (H.P.), Calcutta. (India) 105

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 3rd day of July, 1923, at 3 P.M., at the Offices of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR of one Lot of CROWN LAND at Ho Mun Tin in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Locality. | Boundary Measurements. | | | Contents in sq. feet. | Annual Rental. | Upset Price. |
|---|---|---|---|---|---|---|---|---|
| | | | N. | E. | S. | | | |
| 1 | Kowloon Inland Lot No. 1317. | Adjoining Kowloon Inland Lot No. 1245 Lilley's Avenue. | feet. | feet. | feet. | About As per sale plan. | $ 2,440 | $ 1,220 |

[1000

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

MONDAY, the 16th JULY, 1923, commencing at 3.00 P.M., at their Sales Room, DUDDELL STREET.

ONE SET OF MINT MACHINERY.

This lot comprises a complete set of Mint Machinery, capable of producing 100,000 (one hundred thousand) pieces 20-cent (twenty cent) coins or 200,000 (two hundred thousand) pieces 10-cent (ten cent) coins per working day of 10 hours

(Further particulars and inspection orders may be obtained from Messrs. Gilman & Co., Ltd., or the Undersigned).

Terms:—20% of purchase money to be paid on fall of hammer. Balance to be paid within two weeks of day of sale.

LAMMERT BROTHERS,
Auctioneers.
953]

PARTICULARS
of
VALUABLE LEASEHOLD PROPERTY
Situate
No 13, WING HING STREET, VICTORIA, HONGKONG,
To be Sold by Order of the Mortgagee
By
PUBLIC AUCTION.
IN ONE LOT
On
TUESDAY,
The 17TH DAY of JULY, 1923, at 3 o'CLOCK P.M.
By
Messrs. LAMMERT BROTHERS
AT THEIR OFFICE, DUDDELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2166 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Vœux Road Central.
and
Messrs. LAMMERT BROTHERS
(Auctioneers)

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.,
SHARE AND LAND BROKERS.

No. 8, Des Vœux Road,
2nd Floor.

Telephone No. C. 4306.
[107

## INTIMATIONS

AGENCY.

A Well-established Shanghai Piece-goods Firm desires to appoint in Hongkong, as SOLE AGENTS, a Young and Enterprising House of unquestionable integrity, who can produce satisfactory Bankers' References and who are not already tied to a Manchester or Bradford House.

The Far Eastern Manager of the Firm advertising will be in Hongkong from June 25th until July 10th, having with him Samples of Cottons and Woollens and Sundries which are already established lines in the North and are suited to the Southern markets. Replies should be addressed to Box No. 697, *Daily Press* Office. [1001

S.S. "LIEUTENANT DE MISSIESSY."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from ANTWERP, MIDDLESBROUGH, LONDON, &c., also Cargo ex s.s. "YANG-TSE" from HAVRE, COGNAC, &c., in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 30th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th July, 1923, or they will not be recognized.

All damaged packages will be examined on Saturday, the 30th inst., at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.
Hongkong, 24th June, 1923. [994

NOTICE TO CONSIGNEES.

FROM NEW YORK, NORFOLK AND YOKOHAMA.

THE S.S. "ROMAN PRINCE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on 30th June, 1923, at 10 A.M.

All claims must be presented within 15 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 1st July, 1923, will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
FURNESS (FAR EAST), LTD.,
St. George's Building.
Hongkong, 25th June, 1923. [997

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
HINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"RHEXENOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 26th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 16th July, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th June, 1923. [999

P. & O. S. N. CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamship "SICILIA," Captain E. C. Miller, R.N.R., carrying His Majesty's Mails will be despatched from this Port on or about SATURDAY, 30TH JUNE, 1923, at NOON, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until NOON, the day before sailing. The contents and value of all packages are required.

For further particulars apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 25th June, 1923. [989

## INTIMATIONS

TOILET SOAP BARGAINS.

| | | |
|---|---|---|
| Yardley's Oatmeal Soap... | 50 cts. | per box |
| Coal, Tar Soap.. | 50 „ | „ |
| Carbolic ..... | 50 „ | „ |
| Colgate's Floating Bath Soap ..... | 20 „ | per Tab |
| Vinolia L. & L. Soap ..... | 50 „ | per box |
| Carbolic Soap .. | 50 „ | „ |
| Coal Tar Soap... | 50 „ | „ |
| Medical Soap... | $1.20 | „ |
| Terebene Soap.. | 1.20 | „ |
| Zambuk Soap ..... | 1.75 | „ |
| Cimolite Soap ..... | 1.00 | „ |
| Colgate's Sulphur Soap... | 60 cts. | „ |
| Zenobia Assorted Soap ... | 5.00 | „ |
| Savon Pate Amandes..... 25 cts. Tab. | 2.75 | per box 1 doz. |
| Rimmels Cologne Soap ... | 1.50 | per box |
| J. & J.'s Baby Soap ..... | 1.35 | „ |
| Gerard's Eucalyptus Soap 10 cts. Tab. | 1.00 | per doz. |
| Piver's Soap assorted..... | 3.00 | per box |
| Ontine Soap..... | 1.00 | „ |
| Antezema Soap ..... | 1.00 | „ |
| R. & G.'s Heliotrope Soap. | 5.00 | „ |
| „ Savon Fleur D'Amour & Ambre Rose... | 6.00 | „ |
| „ Assorted Best ... | 3.75 | „ |
| „ „ Round.. | 2.25 | „ |

A. S. WATSON & CO., LTD.,

Hongkong Dispensary.

TELEPHONE CENTRAL 16.

MARRIAGE.

SHAW—EMERSON.—At Shanghai, HARRY SHAW to VERA HASTINGS EMERSON, of London.

DEATHS.

ALLEMAO.—At Shanghai, on June 24th, DULCINO LUIZ DE JESUS ALLEMAO, at the age of 76.

McEWAN.—At Seattle, suddenly from heart attack, on 28th instant, Mr. W. H. McEWAN, father of Mrs. A. H. FERGUSON (Chartered Bank). [1008

Hongkong Office: 10A, Des Vœux Rd., C.
London Office: 131, Fleet Street, E.C.

# The Daily Press.

HONGKONG, JUNE 29TH, 1923.

## EXPLOITING THE RICHEST PROVINCE OF CHINA.

SHAREHOLDERS in the Yangtsze Corporation, at their nineteenth annual general meeting in London recently, were encouraged to take a very confident view of the important interests of the Corporation. The shareholder who proposed the vote of thanks to the Chairman for a very interesting speech was convinced that the Corporation is "on the eve of very prosperous times." It is refreshing to come across speeches by business men reflecting so much optimism in regard to prospects in China at a time when there is such a volume of righteous protest against the anarchy and chaos so widely prevalent in the country. Still, nobody anticipates that the present misgovernment will be tolerated for ever, and consequently we find enterprising business men, who take long views regarding China, steadily pursuing their preparations to meet the developments of which they are supremely confident, having regard to the great potentialities of China and the gradual awakening of her industrious millions to what the future holds for them. The Yangtsze Corporation's interests are mainly, for the present, in the coal and oil resources of the province of Szechuan which, in minerals, is acknowledged to be the richest province in the country. Mr. T. A. BARSON, who is a director of the Peking Syndicate, and who, under a working arrangement recently negotiated with the Syndicate, has become a director also of the Yangtse Corporation, told the shareholders that it is no exaggeration to say "You can kick coal out of the hills around Chungking," while as to oil, "all experts are agreed as to the enormous possibilities for that industry there." The Chairman (Mr. HERBERT EDWARDS) said regarding these oil sources: "We have reason to believe that with Chinese co-operation a very important oil industry is to be established in the province, for not only are there large areas proved to contain oil in abundance, but there exists within the province a population of some 70,000,000 to 80,000,000 of people, the bulk of whom depend upon oil for domestic purposes, such as lighting, etc. When it is realised that these people purchase their supplies mainly from the United States, it will be seen that for local consumption alone a business of some magnitude should be developed. Interesting negotiations are proceeding in connection with this oil industry, which, of course, is only one of several industries of almost equal importance in which we hope ultimately to be interested." While the negotiations are necessarily of a strictly confidential character, it was indicated that in connection with the exploitation of oil, the Corporation, in order to secure the advantage of technical knowledge and organisation, as well as the benefit of financial assistance, has made arrangements with "a business house whose name and standing in the oil industry is as well known in China as it is throughout the world." The Corporation works on a charter granted by "the late Imperial Government" which, as the Chairman remarked "in the light of to-day," may well be regarded by the Provincial Government as "irksome and inimical to their important commercial interests" so, while safeguarding its interests the Corporation is "courting the co-operation of the wealthy and influential Chinese in Szechuan, so that whatever benefits we secure may be equally shared by them in a field in which there should be business of sufficient magnitude and profit to satisfy the most ambitious participant." Besides coal and oil, the mineral resources of the province of Szechuan include gold, copper, potash and other valuable products. "The vast water power to be obtained from the Yangtsze River is another of the many huge projects yet to be developed in this field of enterprise, the great natural resources of which should be sufficient to establish and maintain, with the assistance of our strong technical associations, a trading corporation of truly international importance, which should be of great and permanent benefit to the vast population of the province, as well as its own proprietary for centuries yet to come." We agree that it is scarcely possible to exaggerate the value of the rights which the Company acquired under their charter. Our only doubt is whether the political conditions in China—including the province of Szechuan—are such as to warrant confidence that the Corporation is yet "on the eve of very prosperous times." The Corporation, in pursuing what is described as a comprehensive co-operative policy, in conjunction with Chinese bankers and merchants, is working on the right, and, indeed, the only possible, lines which can lead to the success of these great enterprises. If only it can ensure in these changed and politically very unstable times a proper respect for the charter under which it operates, the Corporation should make a contribution to the industrial and commercial development of China of inestimable value; and we trust it may be able to dissipate in Szechuan the fears and prejudices, born of political jealousies, such as have hitherto stood in the way of similar co-operative enterprise, though not to the same magnitude, in Kwangtung, which accounts itself a more progressive province.

The Manila Observatory at 10.10 a.m. yesterday sent out the following warning: Typhoon in about 127deg. Long. E. and 15deg. Lat. N., moving N.W.

The case at the Magistracy in which Mok Tak is charged with murdering Lai Foon, a rattan dealer, was continued before Mr. J. R. Wood yesterday afternoon. Further evidence was heard and the case was adjourned till to-day.

According to the *Eastern Times* Marshal Tsao Kun has been informed by Mr. Wu Ching-lien, Speaker of the Senate, that the presidential elections will take place on July 26th and the new president will assume office four days later. Who the President will be is discreetly not stated.

Six more cases of small-pox were reported in the Colony on Wednesday, according to the daily return made by the Medical Officer of Health.

An action has been commenced in the Supreme Court at Shanghai by the China Import and Export Lumber Co., Ltd., against Messrs. Jardine, Matheson & Co., Ltd., for the recovery of a sum of $98,158.85 alleged to have been paid to them. Pleadings were ordered to be filed.

The motor-bus service at Canton has been temporarily suspended and the company ordered to properly repair the roads! It is said to be a condition of the license given to the Kwangtung Tramway Co. to temporarily run motor buses that it should maintain the roads in good condition.

It is reported that a school of journalism is to be started in connection with the Peking University in the autumn of 1924. The proposed plans for the school will cost $500,000. Three professors, two of whom will be American University graduates with newspaper experience and one Chinese journalist, will be in charge.

Gunner Richard Wilson of the R.G.A., died suddenly at Lyeemun yesterday at 8.30 a.m. The deceased was in good health an hour before his death when he suddenly took ill and went back to bed. He gradually became worse and died from what is thought to have been poisoning. A *post-mortem* examination is to be held to determine the cause of death.

The master of the steam launch *Tak Hing* was fined $50 with the alternative of one month's hard labour by Commander C. W. Beckwith, R.N., at the Marine Magistracy, yesterday, for carrying 108 passengers in excess of his licence. The man's excuse was that his excess passengers were fleeing for their lives from the turmoil and trouble at San Mun.

Mr. F. Howard, manager of Stanton's Midway Shows, informs us that Daniel MacDonald, who pleaded guilty at the Magistracy to being drunk and disorderly, was not at that time employed by Stanton's, having been merely a temporary hand who had already been paid off when the offence was committed. At no time did he perform "the great diving feature," as stated in Court. The feat is performed by Dandy George, who is a life-long abstainer and has never crossed the harbour to the City of Victoria.

## INDIAN ARRESTED ON MURDER CHARGE.

CHINESE CARPENTER KILLED.

Twenty-five days ago a youthful Indian arrived in the Colony to take up duties as watchman at the Government Quarry, Causeway Bay. Yesterday he was arrested on a charge of committing murder by shooting a Chinese carpenter with his carbine.

It is alleged that on the previous night he quarrelled with the carpenter over the loan of an axe. Yesterday morning at ten o'clock he is stated to have walked into the carpenter's matshed, and, from a distance of two or three yards, levelled his carbine at the Chinese and fired. The bullet entered the man's right eye, and blew the back of his head right off.

The Indian, who was on duty at the time, was immediately arrested, and has lain over night in cells at No. 2 Police Station. He will be charged with the crime this morning.

## AN ASSYRIAN STOWAWAY.

Philip Parn, an Assyrian subject born in Persia, appeared before the Magistrate (Mr. J. R. Wood), yesterday morning, charged with stowing away on board the s.s. *Kingchow*, from Shanghai.

Inspector Spear, prosecuting, told his Worship that a few hours before the vessel left Shanghai the defendant was found on board, and put ashore. Later, when the ship had left the port and tickets were being collected, he was found to have made his way back again and was among the passengers. He had no ticket. The defendant's story was that he had been to Japan and the Japanese authorities had sent him back to Shanghai. He then tried to work his way back to Hongkong, where he would receive help from friends.

The man was sentenced to one months' hard labour.

# CABLES.

*LATEST CABLES.*

[THROUGH REUTER'S AGENCY.]

## LOSS OF THE "TREVASSA."

### THRILLING EXPERIENCES OF THE SURVIVORS.

RODRIGUEZES, June 27th.

A story of the sea, like a chapter of romance was told by Capt. Foster of the ill-fated steamer *Trevessa*. He says that at midnight on June 3rd, in a south-south-westerly gale, the ship was hove-to and made water rapidly despite the efforts of the crew at the pumps. She was taking mountainous seas aboard, sinking fast by the head. S.O.S. messages were sent out, giving the vessel's position. Replies were received from the s.s. *Runic* and two unknown vessels.

Unable to await further messages, the order to abandon the ship was given and carried out with perfect discipline. The *Trevessa* foundered at a quarter to three in the morning.

Two of the boats kept together throughout that night and the following day, awaiting assistance. They set sail at five o'clock, and an hour later the mast was carried away by a heavy sea. It was decided on June 5th to make for Mauritius. The boat steered true, in a strong and increasing wind with high seas running until the evening of June 8th, when they were again compelled to lay-to. The weather was dirty and the night was pitch dark.

The Captain's boat was unable to keep within sight of the other boat. The rain poured down in torrents, the compasses were useless and they were obliged to steer by the stars and sun.

They completely lost sight of the other boat on June 9th and decided to make a course for Rodriguez, the nearest land, in order to send assistance.

### SHORTAGE OF WATER AND FOOD.

Good progress was made until June 15th, when heavy weather was encountered, the boat shipping much water.

A lot of time was lost owing to accidents to the gear and they were driven out of their course on July 24th, but managed to work back. Rodriguez was sighted on the afternoon of the 26th and the survivors landed on the same evening.

Discipline was splendid throughout the whole voyage, though the crew suffered considerably owing to the shortage of water, one-third of a cigarette tin of which was issued daily. The rations consisted of the lid of a cigarette tin full of condensed milk and a biscuit twice daily.

Two native fishermen died from exposure while at sea, but the remainder of the crew, though weak, rapidly recovered with the attention given them.

Hopes are entertained for the safety of the second boat, which is slower.

*EARLIER CABLES.*

### A DRAMATIC DEVELOPMENT.

LONDON, June 27th.

There has been a dramatic development in connection with the missing steamer *Trevessa*. The wife of the *Trevessa's* captain, Cecil Foster, who is living at Barry, has received a cable from Rodriguez Island, dated June 26th, as follows: "Arrived safe. Health excellent. Love from Cecil." Some doubt as to the reliability of the cable is expressed in view of the fact that it was addressed "Treloske," Barry. The owners of the *Trevessa* have no information confirming it, but there is revived hope that the *Trevessa's* crew of 28 may have been saved. Details are anxiously awaited.

LATER.

The managers of the *Trevessa* at Cardiff, have received a cable stating that captain, chief engineer and sixteen of the crew of the *Trevessa* have been landed at Rodriguez. The captain believes the other boat, with the rest of the crew, will turn up safely.

### TWENTY-THREE DAYS IN AN OPEN BOAT.

LONDON, June 27th.

The Naval Commander-in-Chief of the East Indies station has cabled to the Admiralty that the *Trevessa* survivors at Rodriguez consist of five officers and ten of the crew. They were twenty-three days at sea. Two of the men in the boat died at sea.

The other boat, with the remaining officers and crew was last seen on June 9th, and was instructed to make for Rodriguez. H.M.S. *Colombo* has been ordered to Rodriguez to obtain the latest information, and then search for the second boat.

[The s.s. *Trevessa*, 3,566 tons, of the Hain Steamship Co., Ltd., wirelessed on June 4th, that she was sinking rapidly in the Indian Ocean, five hundred miles from the nearest land, Amsterdam Island, and that the crew of 37 were taking to the boats. The sister ship *Trevean*, after a long search, recently gave up hope of finding any survivors.]

*LATEST CABLES.*

## GERMANY'S OBLIGATIONS.

### "PAY TO THE LAST PENNY."

VIENNA, June 26th.

At a meeting of the League of Nations Societies, a resolution was passed, recommending that the machinery of the League should be used, with the assistance of Germany and possibly the United States, to secure a settlement of the questions connected with reparations, inter-Allied debts and the security of national frontiers.

Count Dernstorff, in the course of the debate on the motion, said that if Germany could be assured that the whole of the occupied territory would be eventually restored, she would pay to the last penny.

## SEMI-AUTOMATIC RIFLE.

### SIXTY SHOTS A MINUTE.

NEW YORK, June 27th.

The Army Ordnance Department has announced successful tests with a new semi-automatic rifle, firing sixty shots a minute. The rifle is said to be very accurate.

*EARLIER CABLES.*

## UPROAR IN COMMONS.

### FOUR LABOUR MEMBERS SUSPENDED.

LONDON, June 27th.

Four Labour members were suspended in the House of Commons on the occasion of a debate on the Scottish Estimates. Mr. J. Maxton and Mr. J. Wheatley described Sir F. G. Banbury as a murderer in connection with the reduction of the provision for child welfare, and refused to withdraw the expression or depart, even at the request of the Sergeant-at-Arms with a show of force, but left when a motion for their suspension was carried. Thereafter the Reverend C. Stephen repeated the allegation that Sir F. Banbury was a murderer, and another motion for suspension secured Mr. Stephen's departure.

The uproar recommenced when the Ministerialist, Sir George Hamilton, made reference to a Jew while Mr. E. Shinwill was speaking. The latter objected to the offensive reference to the race to which he was proud to belong. Mr. G. Buchanan shouted: "You white livered coward!" and accused the Deputy Speaker of injustice in naming the Labour members and not naming the offending Ministerialist. The Speaker declared he had not heard Sir George Hamilton's remark. Mr. Buchanan refused to sit down, and was finally suspended. Sir George Hamilton subsequently apologised and withdrew the expression he had used.

## WIRELESS TRANSMISSION.

### MARCONI EFFECTS GREAT IMPROVEMENTS.

LONDON, June 27th.

Signor Marconi, speaking at Bentwood, said that as a result of his experiments in West Africa with radically new devices between England and the tropics, long distance signalling would become more rapid and efficient and more economical. He anticipated that there would be a complete revolution in many methods hitherto employed. He was most optimistic, he declared, and was not afraid to say so.

## NEW YORK WEATHER.

### CYCLONIC STORM FOLLOWS HEAT WAVE.

NEW YORK, June 27th.

A cyclonic storm struck New York last night, breaking up the heat wave. Four persons were killed and many were injured owing to a number of houses being demolished.

During the storm lightning struck and stunned a group of variety artistes bathing at Long Beach, killing the well-known music-hall entertainers Bert Savoy and Jnik Grossman.

## THE RUHR.

### GERMANS DISGUISED AS BELGIAN SOLDIERS.

PARIS, June 27th.

A message from Duesseldorf states that the Belgian authorities have arrested a party of Germans who were disguised as Belgian soldiers and are alleged to have committed numerous outrages.

## AERIAL WAR-CRAFT.

### QUESTION OF LIMITATION BEFORE COMMONS.

LONDON, June 27th.

In the House of Commons, Mr. E. D. Morel urged that the Government, before committing the country to increased aerial expenditure, should consider the summoning of a conference of the Powers with a view to a limitation of aerial war-craft construction. The Rt. Hon. W. C. Bridgeman replied that the Premier thought they should await the result of the League of Nation's reduction of armaments commission before taking any other steps.

### AMERICA TO CONTINUE PIONEER WORK.

WASHINGTON, June 27th.

It is officially stated that the United States does not contemplate any great increase in the air force, preferring to continue pioneer work on new types of aircraft to attempting under present conditions to maintain equality with other nations.

## AMERICAN PROHIBITION.

### LIQUOR ON "KOREA MARU" SEIZED.

HONOLULU, June 27th.

The American customs officials have seized and removed 292 quarts of liquor from the liner *Korea Maru*, the first Japanese vessel arriving since the ship liquor rules became effective.

[The T.K.K. s.s. *Korea Maru* sailed from Hongkong for Japan and America on June 3rd.]

### SHIP MAY BE SEIZED AND CAPTAIN ARRESTED.

WASHINGTON, June 27th.

A conference of the Prohibition and Treasury officials has virtually agreed to fix a date sometime next month after which the penalty for bringing liquor into American waters will be the seizure of the vessel and arrest of the captain.

## CHESTER CONCESSION HITCH.

CONSTANTINOPLE, June 27th.

The Angora Government has denounced the agricultural machinery concession of the Chester enterprise, and in consequence is not carrying out the stipulations made in April.

## FRENCH ROYALISTS SENTENCED.

PARIS, June 27th.

M. Maurras, director of the *Action Francaise*, has been sentenced to four months' imprisonment, and three other Camelots du Roi to three months each.

## HOLLAND AND THE RHINE.

THE HAGUE, June 27th.

The Senate has adopted a Bill embodying Holland's adhesion to the articles of the Treaty of Versailles respecting the navigation of the Rhine.

## ATTEMPTED ASSASSINATION.

BELGRADE, June 27th.

Four shots were fired at the Premier, M. Pasitch, as he was leaving the Skupstina in a motor. M. Pasitch ducked, but was slightly hit in the left hand. His assailant, who is named Raitch, and is believed to be a lunatic, has been arrested.

## PENSION FOR DISCOVERER OF INSULIN.

OTTAWA, June 27th.

On the motion of the Premier, the Canadian House of Commons has voted Dr. Banting, the discoverer of the Insulin treatment for diabetes, a pension of seventy thousand dollars, in order to enable him to devote his life to medical research.

## ROYALTY TRAVEL "INCOGNITO."

LONDON, June 27th.

The Queen of the Netherlands, the Prince Consort and Princess Juliana, who are travelling incognito, were welcomed by their Majesties at Victoria station, *en route* for Rydal Hall, Ambleside, where they intend spending some weeks.

## IRISH DERBY.

LONDON, June 27th.

At the Curragh the Irish Derby resulted:—

Waywood (6/1) ..... 1
Soldumeno (5/2) ..... 2
Greek Bachelor (8/1) ..... 3

Fifteen ran. Won by four lengths, with three between second and third.

# FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## RUSSO-JAPANESE COMMERCIAL CONFERENCE.

TOKYO, June 28th.

Count Kawakami and M. Joffe (Soviet representative) met this afternoon for the first series of preliminary *pour-parlers*. They are endeavouring to find a basis for an agreement leading to another commercial conference between Russia and Japan.

## SINGAPORE NAVAL BASE SCHEME.

### PROPOSAL TO CONSTRUCT GRAVING DOCK.

LONDON, June 27th.

In the House of Commons, replying to Commander Kenworthy, Lieut.-Colonel Amery said the cost of the projected graving dock at Singapore was estimated at £1,000,000. The cost of the floating dock was estimated at about £1,000,000 also, and the size would be about the same. It is proposed to construct a graving dock capable of taking simultaneously two ships of the maximum size allowed under the Washington Agreement. The total cost on the Navy votes for the next decade, of the dockyard and naval base at Singapore, with accessories, is at present roughly estimated at £10,500,000. If any additional fortifications were required they would come on the Army votes, but he did not contemplate any such expenditure.

## KWANGSI BISHOP.

### ARCHDEACON HOLDEN APPOINTED.

LONDON, June 27th.

The Archbishop of Canterbury has appointed the venerable Archdeacon John Holden to be Bishop of Kwangsi and Hunan in succession to Bishop Banister who recently retired.

[The new Bishop, who has yet to be consecrated, has been on the staff of the Church Missionary Society and has served his missionary experience in the diocese of which he is to be head. Bishop Banister, formerly Archdeacon of Hongkong, who was the first Bishop of the diocese of Kwangsi and Hunan, is now working at the C.M.S. headquarters at Salisbury Square, London.]

## JAPANESE DESTROYER'S ENGINES.

### TO BE MANUFACTURED BY MESSRS. VICKERS.

LONDON, June 27th.

Reuter is informed that the contract for the turbine engines of a large destroyer being built in Japan by the Uraga Dock Company has been placed with Messrs. Vickers. The turbines, which will be of 39,000 shaft horsepower, will be of Metropolitan-Vickers Impulse design, and will be manufactured in Manchester. It is explained that the Japanese navy is interested in this design, otherwise the contract would not have been placed in England, as Japan herself manufactures other types of turbines.

## JAPANESE INDUSTRIAL BONDS SUBSCRIBED.

LONDON, June 27th.

The Tokyo Electric Light issue of three millions sterling has been subscribed. The lists closed at ten this morning.

## WIMBLEDON TOURNAMENT.

LONDON, June 27th.

At Wimbledon the weather was fine and the venue crowded. Thousands were attracted by the magnetic personality of Mdlle. Suzanne Lenglen, who had a bye in the first round. They waited for hours at the centre court, and eventually saw her defeat Miss Ingram by 6-0, 6-0.

There were great international duels, the best besides Mdlle. Lenglen's being Vincent Richard's third round defeat of the Indian Davis Cup player Jacob by 6-2, 6-3, 8-6. His countrymen, Johnston and Hunter, and the Frenchmen Brugnon and Lacoste, all entered the fourth round at the expense of Englishmen.

"Boy" Norton, Lycett, Wheatley and Woosnam all had comfortable third round victories, the latter disposing of Mavrogordato by 5-7, 6-1, 6-3, 10-8.

In the second round the Spaniard, De Gomar, beat the Englishman, Bevan by 4-6, 6-2, 6-2, 6-3.

Miss McKane recorded a first round victory over the American, Miss Gardner, by 6-1, 6-0, and Miss Ryan made a victorious debut in the second round.

## PHILATELIC CONFERENCE.

### GEORGE ROBEY ON STAMPS.

Although the members of the Tenth Philatelic Conference of Great Britain, know that Mr. George Robey is an assiduous stamp collector, holding philately in high esteem, they anticipated that his paper on "The Stimulus of Stamps" would provide an enlivening episode in their serious deliberations. Their anticipations were realised on May 23rd, as Mr. Robey, who is a member of the Congress Committee, was in exuberant mood, and while paying earnest testimony to the value of stamp collecting in various aspects, interspersed his address with sallies which were all the more effective because apparently unpremeditated.

Mr. George Robey began by stating that Stamp collecting had been of very great assistance and comfort to him all his life. (Hear, hear.) Unfortunately his son did not take after him. He had intended to give his son a fine collection, but could not induce him to take up philately in any way, so he had sold most of his collection and given the son a motor-car instead. (Laughter.)

A few years ago, in a revue, he told his audience that he was a philatelist. They did not know what he meant, but they burst out laughing. They sometimes did that sort of thing at revues. His purpose was to offer a modest suggestion. Any good man who found pleasure and recreation in stamps naturally had the desire to help others to collect. He was not speaking on behalf of the dealers. (Laughter.) Apart from his own collections nothing had given him greater pleasure than to set the youngsters on the same delightful game—they saw to what end it had led his own family circle. (Laughter.)

#### A BROAD VIEW OF LIFE.

His contribution to their congress discussion was the small suggestion that they should codify some of these avenues of interest, and show how collecting might contribute to the intellectual recreation of the doctor, the parson, the soldier, the sailor, the tinker, and likewise the tailor. (Laughter.) He expected long before this that sartorial journal, the *Tailor and Cutter*, had satirised the garbs of the gentry who appeared on stamps—(laughter)—but there were few lines of human occupation and interest which were not reflected in some way directly or indirectly in the stamp album. The attraction of a hobby was rarely one-sided to anyone. The doctor who collected realised that to turn to his stamps after a nerve-straining day was attraction enough. He (Mr. Robey) was by way of being a doctor, specialising in the cure of the blues—(laughter)—a complaint that was always rife, and had been particularly so in recent years. He liked stamps for the breadth of vision they gave. A broad view of life was a great asset to men and women of his profession, and what home hobby gave greater scope for the cultivation of such a wide outlook? It was not very long ago that a bishop of a great Colonial diocese ordered a clergyman to take the morning service one day in Mauritius and the evening service in Seychelles. Had the bishop collected stamps he would have known a little more about the diocese, and would have realised that the two Colonies, so near on a small map, are in reality a very long distance apart.

He met a great many people on and off the stage—travelled people, who talked to him on matters of widely differing character, and they often went away with the impression that he was well up in their particular subjects. He did not tell them where he got the knowledge. (Laughter.) From his stamps he could tell them of more places than they knew themselves. (Laughter.) They jumped at the bait, and nothing would induce them to believe that he was never in the places he mentioned. An early flair of his was Greek stamps, and if they wanted to study the classics and get a nodding acquaintanceship with the charming and consequently naughty goddesses of ancient Greece—(laughter and cheers)—their pleasantest method was to collect the stamps of Greece and Crete. They were, as Lord Burnham had told them the other night, something more intimate than that. Lord Burnham said the postage stamp was the common currency of human affection. That ought to be put down as a classic. (Hear, hear.) He agreed with Lord Burnham in that dictum, as would all philatelists and students of postal history. (Cheers.) He was reminded of a little yarn of the postage stamp as an emblem of human affection. A young man received a letter from his beloved, and being a philatelist his first brain wave was to preserve the stamp, only a common or garden currant three halfpenny stamp of to-day. But he soaked it off, put it in his pocket-book, and from time to time he would take it out, regard it closely, and fondly kiss the side on which the gum had been. One day his lady love was with him, and he repeated the process, kissing the stamp as he had done so often before. "Whatever are you doing that for?" she asked. "That's the stamp off the letter you sent me. I keep it and kiss it where your dear lips must have moistened it to put it on the letter." "You silly ass," she said. "I moistened the stamp on poor dear Fido's wet nose." That (concluded Mr. Robey) should be an additional stimulus to you to collect stamps with original gum. (Great laughter).

## A TELEGRAPHIC ERROR.

In a speech on his retirement from the service of the Eastern Telegraph Company, Mr. Harold W. Ansell claimed that the worst of cable blunders was nothing to what the British Post Office Telegraphs can do in the way of errors.

"On one occasion they couldn't send four words four miles without making four errors. You must know that at Greenwich, after loading a cable ship, we always test the cable. This was a case of the 'Anglia,' and the tests being satisfactory, I sent a wire to Mr. Saunders, 'Anglia's tanks test right.' Next day I went up to tell him all about it and he said, 'I suppose the cable is all right.' 'Yes, I sent you a wire.' 'Oh! I received the wire,' he said, 'and I guessed what you meant, but was sorry to hear that a lady was in extremis. Then he handed me the message as received. Instead of 'Anglia's tanks test right,' I read, 'Anglia takes last rites.'"

## SEA MONSTER.

### LARGEST EVER CAUGHT.

A mysterious sea monster captured south of Miami, Florida, by Captain Charles H. Thompson, is exercising the minds of American piscatorial experts and naturalists. The seas round Florida are famous for their huge tarpon, but this fish makes the tarpon look like a sprat.

The strange creature, of a species altogether unknown, has, after great labour, been preserved and mounted by Professor J. S. Wambeth, of Washington, the American taxidermist.

Everybody who has seen it says the most remarkable fea ure about the monster is, that it is very much like an ordinary fish, but thousands of times magnified.

A special feature is a large number of varying spots on the head, such as is found in many ordinary fish. It is altogether unlike a whale.

The following are a few facts about the sea giant:—

Length, 45 feet.
Weight, 15 tons, or 33,600 pounds.
Circumference, 23ft. 9in.
Diameter, ft. 3in.
Mouth, 38in. wide, 43in. deep.
Tongue, 40in. long, several thousand teeth.
Pectoral fin, 5ft. long 3ft. wide.
Dorsal fin, 3ft. long, 2ft. 9in. wide.
Hide, 3in. thick.

When opened, the mysterious creature was found to have dined on an octopus weighing 400 pounds, a black fish weighing 1,500 pounds and 500 pounds of coral. As a witty American journalist who viewed the monster wrote: "It could have swallowed 40 Jonahs without the slightest pangs of indigestion."

#### VOLCANIC ERUPION THEORY.

Scientific authorities are inclined to believe that the creature lived more than 1,500 feet below the surface, and that it was blown up by some subterranean upheaval, possibly volcanic. Its diving fins had been injured so that it was unable to return to its usual haunts. The thickness of its hide enabled it to stand enormous water pressure. Its eyes are very small, have no lids, and are never closed, indicating, according to authorities in natural history, that it lived at a depth where eyes were of little or no use.

The fish is the largest ever captured, but American naturalists are not content with this, and claim that it is only a baby of its kind and that, had it lived, it would have become at least twice the size.

## PASTEUR'S CENTENARY.

### MONUMENT UNVEILED AT STRASBOURG.

PARIS, May 31st.

The ceremony of unveiling the monument to Pasteur before the University at Strasbourg took place to-day in the presence of 200 delegates from every country in the world, except Germany and Russia.

After speeches by the Rector of the University of Strasbourg and the President of the Academy of Science, the Belgian delegate, Professor Border, Director of the Pasteur Institute of Brabant, spoke as "representative of a nation with the same culture, the same language as France and united to her by community of sufferings, memories, conscience and desires, and to-day associated with France in action to secure the necessary reparations, a common safeguard for the world." He said that the debt contracted by humanity towards France could not be calculated.

President Millerand described the work of Pasteur, showing the effect of his discoveries on the technique as well as principles of medicine and surgery and the benevolent revolution he had accomplished, bringing safety to millions of human lives. M. Millerand showed that Pasteur never separated the love of country and that of science. "In every great savant," said Pasteur, "you will always find a great patriot." After having recalled the intellectual honesty of Pasteur, M. Millerand, in conclusion, affirmed that "the century in which he lived deserves to be called in the gratitude of generations the 'Pasteur century.'"

A banquet, at which there were 1,200 guests, the took place in the Festival Hall.—French Wireless.

## THE WARM WEATHER WARDROBE.

Ten little Summer frocks hanging on the line—
One had the colours run, and then there were nine.

Nine little Summer frocks, too near the gate—
One struck a Chinese fancy, then there were eight.

Eight little summer frocks, white as heaven—
One wasn't thin enough and then there were seven.

Seven little Summer frocks, washed on soapy bricks—
One found itself in rags and then there were six.

Six little Summer frocks (Misnisee *does* thrive!)
One wouldn't meet around and then there were five.

Five little Summer frocks seemed a fairish store—
Baby found a fountain pen and then there were four.

Four little Summer frocks hung below a tree—
Down came a palm-leaf and then there were three.

Three little Summer frocks, very pretty too—
One shrank to half its length and then there were two.

Two little summer frocks—clothes-line came undone.
Puppy saw them lying there and then there was one.

One little Summer frock! What's the use of one?
Let her try to make it serve and soon there'll be none.

K. H. M.

# BAROGRAPHS

(SELF RECORDING BAROMETERS).

By PASTORELLI & RAPKIN, LONDON.

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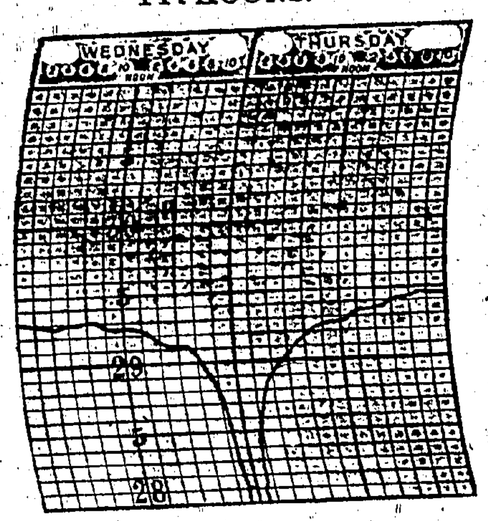


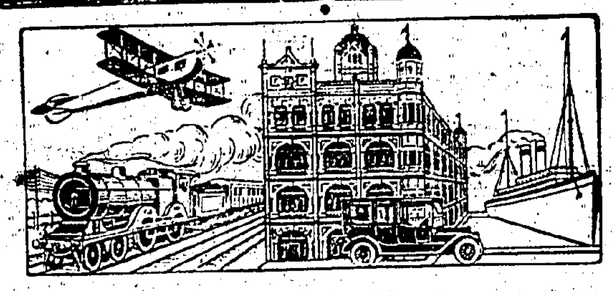

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## THE WOMEN OF NEW RUSSIA.

### LIFE IN THE COUNTRY DISTRICTS.

Mrs. Francesca M. Wilson writes in the *Manchester Guardian*:—

When you first come to Russia you have a notion that you will find life radically changed by the Revolution. Then after you have travelled for some days over a monotonous and douce country of mines and birches and gentle undulations and, farther east, over vast unaltering steppes, you get an equally firm conviction—that the life can never change that goes on, you feel, indifferently and monotonously, however cataclysmically the Government of their country changes.

But this is not altogether true. Into the remotest village the Revolution has brought some change—a Narodny Dom where there are plays and concerts on holidays, a little school which the Government has encouraged the peasants to organise, a Soviet elected by themselves and not so different from their old Mir, but with a new standing and importance.

At the moment, of course, the main difference to the ordinary peasant's mind is not the schools and the Soviets and the Narodny Doms, but that life is harder and more cruel than it was in the days of the Tsar. After the Revolution a large portion of their stocks and their animals were requisitioned, and on top of this came the years of famine that made their lives as naked as the parched land around them. To most of them the whole disaster is bound up with the Bolshevik regime. They do not realise that it was the long continuance of war that devoured their stores and made them helpless before famine more than anything else and blockade that drove away from their markets the simple materials they had been used to purchase.

This attitude of mistrust is increased by the bad administration prevalent in most parts of Russia far from the centre. Government work is paid for not only badly but irregularly, and usually when the rouble has lost a great deal of its value. The Bolshevik officials in local government jobs are as corrupt as their forerunners and less educated. It is the bane of all revolutions that they attract the unscrupulous to their banners as well as the idealists. The message of the Bolsheviks comes to the country people, therefore, through muddy channels and fails to strike them as an inspiring ideal. Indirectly it has an effect upon the outlook even of people as slow-moving as peasants.

#### THE HARD LIFE OF WOMEN.

Of course, as far as Governments are concerned, the Russian peasant was always an Anarchist. If you ask him if it was better under the Tsars he shakes his head and sighs. In was no golden age then, either—there were heavy taxes and dues to the landlord and moreover, not enough land for the peasant. They have no desire and no incentive to make a movement to bring the landlords back again. The anti-Semitic riots in March in the Ukraine were the usual time-honoured pogroms, and in any case such movements are very isolated and have no repercussion in other parts of Russia.

When you come to the women you are inclined to assume that their lives will be less changed even than the men's. You see them throughout the year drawing water from the wells, doing their washing at the riverside, baking bread in their great ovens, and pies and pancakes on holidays, in the summer working in the fields and in the winter beating out their hemp and flax and spinning and weaving into cloth for the family. You see them bearing and rearing their children alongside their other labours, and you feel that this is what they have done for thousands and thousands of years.

And yet the change that the Revolution has brought is perhaps more radical for them than for the men. When you find the mothers sending their little girls to school and even sallying forth themselves to attend the adult classes which are everywhere springing up in peasant communities; when you find them perfectly passively accepting another peasant woman as president of their village Soviet, you feel that the change is greater than they realise. How, one wonders, have both men and women accepted it so easily?

"The great strength of the Russian people is that they have no assumption," said a wise English woman to me once. Perhaps this is the secret of their power of accepting change. Just as they have no regular hours for meals or rest or work, but eat and sleep and toil when they feel the necessity for so doing, so they have few preconceived assumptions as to what human beings can and ought to do and accept change in this line as readily as they have in the famine area adopted camels for ploughing or harnessed cows to their waggons to do their hauling, although no peasant of their district had seen these beasts in this capacity before.

#### A PILGRIMAGE TO JERUSALEM.

It is certainly true that women of the nineteenth century had less a sense of barrier and bondship here than in Western Europe, that public opinion did not assume for them so exactly how their lives should be led as to hinder them from doing what they wanted, if they did have ambitions out of the ordinary. Women of the intelligentzia entered the professions, become feldsheritzas, doctors, agronomes, and even lawyers, earlier and more painlessly than they did in our country. Peasant women, like peasant men, were practically debarred from all higher education, as the universities and gymnasiums were for the "privileged classes." But their ambitions seldom led them in this directions, so that they could not be very conscious of impediment. If they wanted to see the world, to make a pilgrimage to the holy places of their faith, or even to follow their men into battle, they could up and do it.

Sonia, the cook at one of our Quaker outposts in the famine area, a great weather-beaten brown-eyed peasant woman who can neither read nor write, in her youth went on foot with another woman all the way to Kiev, and from thence proceeded to Jerusalem. "It is stupid to stay in one little village all your life," she said, "we wanted to see the world and we wanted to kiss the Shrine of our Blessed Lord." She did not think much of Jerusalem as a place. It was dirty. People wants 10 versts for good wanter and sold it at high prices in the streets. But it was a marvellous pilgrimage all the same. When I thought how we should make such a journey, of the trunks we should pack and the fuss we would make about money and food, finding clean berths and pleasant hotels, and writing our experiences to our friends and relations, it seemed to me that the peasant women have a freedom, an emancipation, that we know nothing of.

You come across other women with cropped hair and young faces, weather beaten from rough experiences—they are Cossack girls who followed their husbands in the war and tended the wounded on the battlefields. Now they live demurely in some little brown hut and weave, or work in the fields like other women. And their menfolk are proud of what they have done in their past or else accept it passively, as they accept the women who are now presidents of their village Soviets.

(Continued on next column.)

## BUFFERS FOR DANCERS.

### INGENIOUS INVENTION.

PARIS, May 22nd.

Terpsichore as well as politics has her parties and groups, ranging from high-and-dry Tory to Communist, and the noteworthy feature of the International Congress of Maitres de Danse which has just concluded its sitting in Paris has been the determined attitude adopted by the conservative element in the face of the recentricities of the modern ball-room. The professors regard their profession with laudable seriousness, and for the most part they set their faces sternly against anything that is not exactly *comme il faut*. Thus, as stated already, the congress has listend sympathetically to some strong denunciations of the present-day abandonment of the classic and the graceful in favour of movements which are certainly not classic, and which some go so far as to label disgraceful.

One of the most interesting proposals brought forward by those whose motto is stateliness and decorum, is the wearing by ladies of a special belt, invented by Professor Rossi, of Rouen, and christened by him the Princess Lily belt. In front of the Princess Lily belt is a metallic plate, on which are fixed three very prominent and terrifying buttons or studs, intended to preserve a suitable distance between the partners. This frontage to the belt might most appropriately be likened to the buffers in front of a railway engine, though an attempt has been made to conceal its crudity by an artistic wealth of ribbons and bows, and its inventor claims that its adoption would inevitably banish what he described as some of the objectionable aspects of dancing of to day. This repellent instrument is, in short, a sort of an anti-bunny hug, and it will be interesting to see whether it will be taken up with alacrity by the dancing enthusiast and his sweetheart. It appears that the Princess Lily has met with the unstinted approval of the clergy and medical men to whom Professor Rossi has submitted it—but who will never happily be called upon to encounter its painful contract. It would be a most inspiring and edifying spectacle to see young ladies who frequent the Moulin Rouge, the Bal Bullier, or the Bal Tabarin, all equipped with this chaste cointure.—*Daily Telegraph.*

## WEATHER REPORT.

June 27th at 18.44.—Warning to Hongkong, Coast Ports, &c.:—Depression or typhoon of unknown intensity within 120 miles of Lat. 13 deg. N. Long. 125 deg. E., moving N.W.

June 28th at 8.50.—Warning to Hongkong, Coast Ports, &c.:—Depression or typhoon of unknown intensity within 120 miles of Lat. 15 deg. N. Long. 125 deg. E., moving N.W.

June 28th at 11.32.—Pressure has decreased slightly at Saanghai and over N. Indo-China. It has decreased slightly from S. Formosa to the Visaya.

At 6 a.m this morning the typhoon was about 3 0 miles E. of Manila moving N.W.

Hongkong rainfall for the 24 hours ending at 10 a.m., 28th June, 0.10 inch. Total since January 1st, 27.89 inches, against an average of 37.93 inches.

The forecast for the 24 hours ending at noon, 29th June, is as follows:—

| DISTRICT | FORECAST |
|---|---|
| Hongkong to Gap Rock | S. or variable winds, moderate; fine. |
| Formosa Channel .. | S. or variable winds, fresh ning from N.E. later. |
| South coast of China between Hongkong and Lamocks | The same as No. 2 |
| South coast of China between Hongkong and Hainan | The same as No. 1. |

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 28th.

| | Previous Day at 2 p.m. | On Date at 8 a.m. | On Date at 2 p.m. |
|---|---|---|---|
| Barometer | 29.71 | 29.73 | 29.70 |
| Temperature | 87 | 81 | 87 |
| Humidity | 75 | 84 | 67 |
| Wind Direction | S | S | SW |
| " Force | 3 | 2 | 2 |
| Weather | C | C | B |
| Rain | 0.22 | 0.00 | 0.10 |

Highest open-air Temperature on 27th .. 87
Lowest open-air Temperature on 28th .. 81

## HONGKONG TIDE TABLE

From June 29th to July 6th, 1923.

| Days of Week | Days of Month | HKong Standard Time | Height | HKong Standard Time | Height |
|---|---|---|---|---|---|
| | | High Water | | Low Water | |
| | | h. m | ft. in. | h. m | ft. in |
| Fri. | 29 | m 9 13 | 7 6 | m 2 48 | 2 8 |
| | | 11 27 a | 4 4 | 4 34 a | 0 2 |
| Satar | 30 | m 9 55 | 7 5 | m 3 28 | 2 9 |
| | | | | 5 16 a | 0 3 |
| Sun. | 1 | m 0 15 | 4 3 | m 4 9 | 3 0 |
| | | m 10 26 | 7 2 | 5 57 a | 0 6 |
| Mon. | 2 | m 1 2 | 4 2 | m 4 51 | 2 3 |
| | | m 11 16 | 6 8 | 6 44 a | 0 9 |
| Tues. | 3 | m 1 50 | 4 2 | m 5 36 | 3 4 |
| | | m 11 56 | 6 3 | 7 28 a | 1 3 |
| Wed. | 4 | m 2 40 | 4 3 | m 6 22 | 3 6 |
| | | 0 38 a | 5 7 | 8 11 a | 1 7 |
| Thur. | 5 | m 3 33 | 4 5 | m 7 43 | 3 8 |
| | | 1 24 a | 5 1 | 9 6 a | 2 1 |


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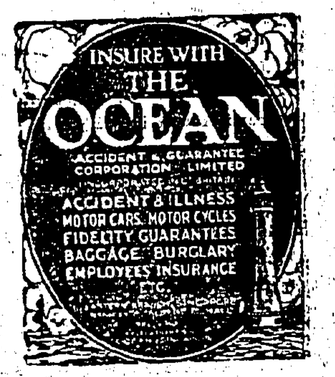


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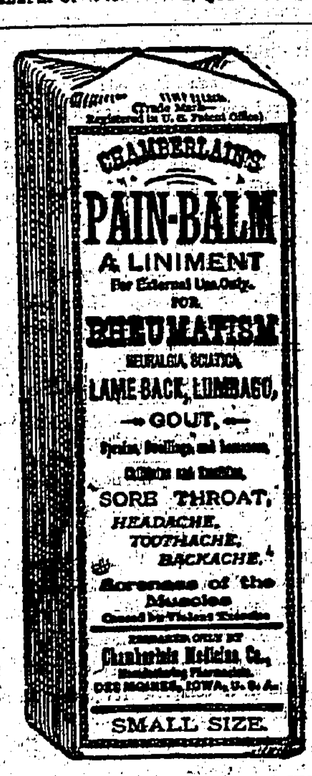

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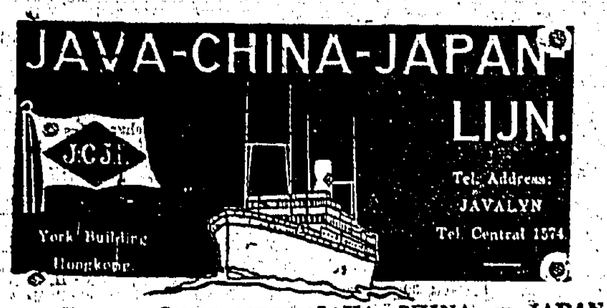
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|---|---|---|
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|---|---|---|---|
| M/S. | "Panama" ... | — | 16th July |
| S/S. | "Bolivia" ... | 10th July | 17th August |
| M/S. | "Australien" ... | 25th July | 31st August |
| M/S. | "Java" ... | 25th August | 30th September |
| M/S. | "Afrika" ... | 10th September | 10th October |
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## SOVIET REPLY TO BRITISH NOTE

### CONCESSIONS OFFERED.

[FROM A CORRESPONDENT TO "THE DAILY TELEGRAPH."]

M. Krassin was received at the Foreign Office, on May 23rd, by the Marquis Curzon, to whom he read a verbal Note from his Government. The full text of this Note was published by the official Soviet news service the same evening, and as is follows:—

"The Russian Government notes with satisfaction the fact that the British people has clearly revealed its will for the maintenance of peace and the prevention of a break with Russia. Thus the very fact of the extension of the time-limit of the ultimatum gives ground for hope that there is a possibility of reaching an agreement and of avoiding the consequences of a break which would follow from the English memorandum. The consequences to the general peace which might arise from a break between England and Russia are causing the Russian Government serious apprehensions. In such an event great danger would threaten the preservation of peace, and humanity would, as a result, be threatened with countless calamities. Serious damage would be done also to the equilibrium of political relations which are already being disturbed by a number of events, and a basis would be created for the aggressive aims of the militarist elements in most countries, even independently of the will of the British Government.

"Not wishing to give anybody grounds for placing, even in the smallest degree, any responsibility for the possibility of such results—even indirectly—upon the Soviet Government, the latter is willing to make new concessions.

"In view of this:—

1.—The Russian Government is ready, in the question of fishing in Northern waters, to conclude at once a convention with the British Government granting to English citizens the right of fishing outside the three-mile limit pending the settling of this question in the shortest possible time at an international conference; and to pay compensation for the cases in point.

2.—The Russian Government is ready to pay compensation for the execution of Mr. Davison and for the arrest of the journalist, Mrs. Stan Harding, with the reservation, however, that this willingness in no way signifies that the Russian Government recognises that there was any irregularity in the repressive measures it took against these spies, because their crimes have been proved definitely and by due legal process, and the repressive measures against them were taken before the conclusion of the Anglo-Russian Trade Agreement; in view of which their claims can in no way be regarded as a condition for maintaining the agreement.

3.—The Russian Government is ready to take back the two letters signed by M. Weinstein.

ANGLO-RUSSIAN TRADE.

4.—As to the claims of the British Government on the question of the observation of the conditions of the Anglo-Russian Trade Agreement in the East, the Russian Government, again repelling the charge of having infringed the agreement, does not see, as far as this question is concerned, any other possibility of settling the conflict and preventing future recriminations, and of co-ordinating the differing points of view and aims of England and Russia, except by a detailed discussion of them by specially delegated representatives of both Governments.

"The Russian Government is quite ready to reiterate the undertakings given in the Anglo-Russian Trade Agreement of March 16th, 1921, or to confirm them again in a special declaration, provided that a similar declaration is also made by Great Britain.

"It is self-evident that if and when the British Government makes to the Russian Government friendly representations as to what it regards as infringements of the Trade Agreement, by any agents or officials of the Russian Government, the cases will be carefully investigated and the necessary measures will be taken. This is, of course, on the basis of reciprocity. Should the British Government be ready to consider the points at issue between the two Governments, the Russian Government is agreeable to delegate at once the People's Commissary for Foreign Affairs, M. Chicherin, to meet the representatives of the British Government."

Reading between the lines of the Soviet communication, one undoubtedly feels that Moscow has travelled considerably on the road towards a complete capitulation. An offer is made to desist from molesting British trawlers outside the three-mile limit and to pay compensation for the losses incurred. Compensation is also offered for the execution of Mr. Davison and for the arrest of Mrs. Stan Harding. The insolent letters of Weinstein to Mr. Hodgson are to be taken back, and a special conference is suggested to prevent propaganda in the future.

## PRESENT-DAY IGNORANCE.

*Oxford University Romanes* lecture was delivered on May 18th in the Sheldonian Theatre before a large audience by Mr. John Burnet, Professor of Greek in the University of St. Andrews. Speaking on the subject of ignorance, he said it could not be denied that there were warnings and portents at the present day such as had before now heralded an age of darkness. He was certain that the young men of to-day were absolutely and relatively more ignorant than those of forty years ago, and, what was worse, they had less curiosity and intellectual independence. In Scotland, at any rate, that was true, for every university teacher in that country whose memory could carry him back a generation knew they had had to lower the standard of teaching and examination progression for the last thirty years in every department except the physical and natural sciences.

## "PLAY THE GAME!"

### THE KING'S MESSAGE TO SCHOOLCHILDREN.

The King's Empire Day message to the elementary schoolchildren of the Empire, recorded on the gramophone at Buckingham Palace, is as follows:—

"On this day My people in all parts of the world join to celebrate their unity and to draw closer the common ties which hold them together.

"Each of our many peoples has its own life to live, each has its own work to do; yet all are members of one family, sharing their sorrows and joys.

"You have learned how the Empire was built up by brave and wise men and women in the past. It is only by courage, wisdom, and unselfishness that it will endure. It is a great inheritance. Your fathers and forefathers made it. Its future welfare and good name are, under the Providence of God, in your hands.

"Do not think of it as a thing far away from you. Every one of you counts, and what you do and learn now will decide how far you will be able to play your part worthily when you grow up.

"Get knowledge, be brave, honourable, and kind, thinking of others before yourselves, and always play the game. So will you fit yourselves to hand down this community of free nations to your children and grandchildren as a great instrument for justice, peace, and good will, which will deserve the respect and esteem of mankind."

THE QUEEN'S MESSAGE.

The Queen's message is in the following terms:—

"On this day of memory and hope, which is also the birthday of good Queen Victoria, this is my message to you, the daughters of our world-wide family of nations and peoples.

"Think always of what you can do to make your homes happy and how you can best prepare yourselves to make happy homes for the generations of children which will follow you. In our vast Empire there are many kinds of homes and many different customs. The home which fosters clean minds and kind hearts is God's Temple, and the spirit of the good home, whether it be rich or poor, is one of the best things in the world. You can learn many lessons at school which will help you to become wise and useful citizens of the British Commonwealth: but you can learn and practice nothing better for yourselves and all members of the great British family than the simple lessons of love, kindness, and unselfishness which in cloud or sunshine are the strength and beauty of life."


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| | SAILINGS SUBJECT TO ALTERATION. | | |
|---|---|---|---|
| SHANGHAI via SWATOW ... | "TAISANG" | Friday, | 29th June, 1 p.m. |
| MANILA ... | "WINGSANG" | Friday, | 29th June, 3 p.m. |
| SANDAKAN ... | "HINSANG" | Saturday, | 30th June, Noon. |
| TIENTSIN ... | "CHIPSHING" | Sunday, | 1st July, Noon. |
| SHANGHAI via SWATOW ... | "TUNGSHING" | Monday, | 2nd July, Noon. |
| BANGKOK via SWATOW ... | "HANGSANG" | Tuesday, | 3rd July, Noon. |
| SHANGHAI via SWATOW ... | "TAKSANG" | Wednesday, | 4th July, Noon. |
| SHANGHAI via SWATOW ... | "KWONGSANG" | Thursday, | 5th July, Noon. |
| HAIPHONG via HOIHOW ... | "MINOSANG" | Friday, | 6th July, 8 a.m. |
| BANGKOK via HOIHOW ... | "CHUNSANG" | Friday | 6th July, 9 a.m. |
| SHANGHAI via SWATOW ... | "WAISHING" | Friday, | 6th July, Noon. |
| STRAITS & CALCUTTA ... | "KUTSANG" | Saturday, | 7th July, 3 p.m. |
| KOBE, via SHANGHAI ... | "HOSANG" | Saturday, | 14th July, Noon. |
| STRAITS & CALCUTTA ... | "NAMSANG" | Monday, | 16th July, 3 p.m. |

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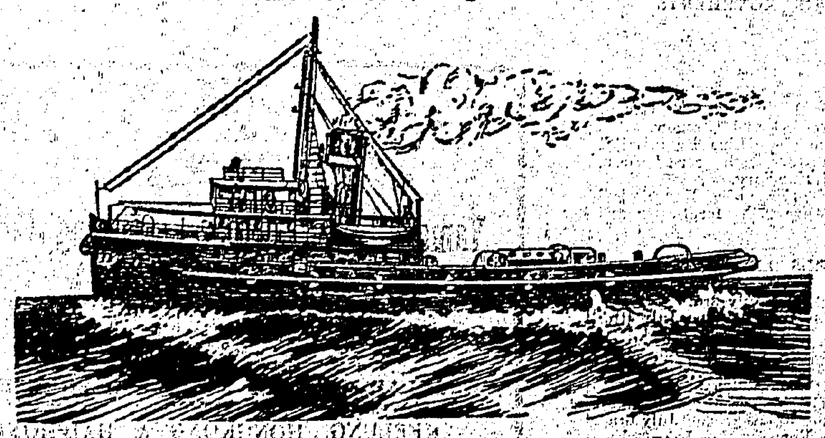
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| "GLENBEG" ... | 15th July. | | | |
| "GLENSANDA" ... | 30th July. | "GLENIFFER" ... | ... | 9th August, Genoa, London, Rotterdam and Hamburg. |
| "GLENSHANE" ... | 13th Aug. | | | |
| "PEMBROKESHIRE" ... | 27th Aug. | | | |

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# SHIPPING NEWS

## ARRIVALS.

June 27th.

*Amakusa Maru*, Japanese str., 2,356 tons, Capt. K. Fukue, from Swatow, with a general cargo.—O.S.K.

*Gaelic Prince*, British str., 5,399 tons, Capt. A. W. Suddaby, from Shanghai, with a general cargo.—Prince Line.

*Kuachow*, British str., 1,222 tons, Capt. W. Tonkin, from Shanghai and Swatow, with a general cargo.—B. & S.

*Kaika Maru*, Japanese str., 1,508 tons, Capt. I Furukawa, from Wakamatsu, with coal.—M.B.K.

*Tjisondari*, Dutch str., 5,013 tons, Capt. J. P. Scholten, from Soerabaya, with a general cargo.—J.C.J.L.

June 28th.

*Busho Maru*, Japanese str., 1,365 tons, Capt. H. Okuba, from Keelung, with coal.—O.S.K.

*Commandant Mages*, French str., 4,278 tons, Capt. Monad, from Shanghai, with a general cargo.—Messageries Maritimes.

*Dashtestan*, British str., 2,081 tons, Capt. W. Adams, from Saigon, with rice.—Fook Tai Cheong.

*Hangyang*, British str., from Canton.

*Kaying*, British str., 1,757 tons, Capt. R. F. Mitchell, from Singapore and Hoihow, with a general cargo.—B. & S.

*President Grant*, American str., 8,405 tons, Capt. M. M. Jensen, from Seattle and Shanghai, with a general cargo.—Admiral Oriental Line.

*Song Bo*, French str., from Canton.

*Suiyang*, British str., from Canton.

*Sunli*, Portuguese str., 440 tons, Capt. G. A. de Souza, from K. C. Wan, with a general cargo.—Po On S.S. Co

*Unzen Maru*, Japanese str., 1,339 tons, Capt. S. Imamura, from Wakamatsu, with coal.—O.S.K.

*Yingchow*, British str., 1,216 tons, Capt. B. A. Thomson, from Shanghai and Swatow, with a general cargo.—B. & S.

## CLEARANCES.

June 27th.

*Argun Maru*, for Shanghai.
*Chekiang*, for Swatow.
*Kaochow*, for Canton.
*Saian Maru*, for Swatow.
*Taikwa Maru*, for Hoihow.

June 28th.

*Chiphwa*, for Hoihow.
*Chipshing*, for Canton.
*Commandant Mages*, for Saigon.
*Derwent*, for Saigon.
*Empress of Australia*, for Shanghai.
*Fook Sang*, for Singapore.
*Garlic Prince*, for Manila.
*Halward*, for Canton.
*Hangyang*, for Canton.
*Hydrangea*, for Swatow.
*Lee Sang*, for Hoihow.
*Pooting*, for Canton.
*Sekiu Maru*, for Canton.
*Song Bo*, for Hoihow.
*Suiyang*, for Swatow.
*Sunli*, for K. C. Wan.
*Tabchee*, for Singapore.
*Tamba Maru*, for Singapore.
*Tango Maru*, for Manila.
*Washington*, for Canton.
*Yingchow*, for Canton.

## PASSENGERS.

DEPARTURES.

Per N.Y.K. s.s. *Tango Maru*, on June 28th:—Mr. A. Horrillano, Mr. and Mrs. H. L. Nicholl, Mrs. Mary Cooney, Mrs. A. L. Balour, Miss F. Brice, Mr. A. Gausch, Mr. G. St. Heaps, Mr. J. St. Heaps, Mrs. Hallard, Mrs. E. Eccles, Mr. and Mrs. N. F. Newman, Mrs. E. McEwen, Miss C. M. Earp, Mr. and Mrs. G. F. Fox, Miss D. M. Hall, Mr. and Mrs. A. C. Mack, Mr. H. R. Douglass, Mr. A. J. Coyne, Rev. F. M. M. McKenna, Rev. E. P. J. Murphy, Mr. J. V. Ramsay, Mr. W. Quin, Dr. J. A. Bello, Mr. D. H. Scott, Mr. and Mrs. Brown, Miss N. M. Harris, Miss N. Troon, Mrs. E. Moller, Miss L. A. Howlett, Mrs. C. J. Fonkes, Mr. G. Estains, Mr. C. J. Fonkes, Mr. W. Whetley, Mr. N. J. Igumnoff, Mr. A. J. Suvoroff, Mr. A. A. Suvoroff, Mr. G. A. Suvoroff, Mr. V. A. Suvoroff, Mr. N. Martzinkevitoh, Mr. G. J. Babkin, Miss G. Hunt, Miss G. A. Suvoroff, Miss V. A. Suvoroff, Mrs. Martzinkevitoh, Miss N. J. Souvinoff, Mr. E. V. Gomez, Mr. P. Canters, and Mr. M. Dobrinsky.

## SHIPPING MOVEMENTS.

The s.s. *Glaucus* (Blue Funnel) left Port Said on June 22nd for London, Rotterdam and Dunkirk.

The s.s. *Meriones* (Blue Funnel) left Port Said on June 25th for Genoa, Marseilles, Liverpool and Glasgow.

The s.s. *Automedon* (Blue Funnel) left Port Said on June 26th for London, Rotterdam and Hamburg.

The s.s. *Eurylochus* (Blue Funnel) left Port Said on June 27th for Boston and New York.

## VESSELS EXPECTED

*Angkor* (M.M.), due July 3rd.
*Autolycus* (Blue Funnel), due July 4th.
*Benvenue* (Ben Line), due July 2nd.
*Chambord* (M.M.), due July 20th.
*Empress of Asia*, due July 2nd, 5 p.m.
*Hyson* (Blue Funnel), due August 1st.
*Khiva* (P. & O.), due July 1st, 6 a.m.
*Laomedon* (Blue Funnel), due July 6th.
*Pyrrhus* (Blue Funnel), due July 25th.
*Sarpedon* (Blue Funnel), due July 8th.
*Sicilia* (P. & O.), due to-day, 2 p.m.
*Torilla* (B. I.), due to-day, p.m.
*Yangtsze* (Blue Funnel), due July 23rd.

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## AN INTERESTING LINER EXPERIMENT.

There is a good deal of interest, the *Manchester Guardian* says, in the marine world as to the experiment which is likely to be carried out in the French liner *De Grasse*, which has been slowly building for a long time past at Birkenhead. It has long been known that her completion has been delayed in consequence of a suggestion radically to alter her machinery, which was originally to have been of the geared turbine principle, but the precise nature of the change has not been definitely known.

Nothing has been announced, but it is generally believed that she will be given electric motors supplied by Diesel-driven generators—the first big ship to be driven on that plan. There are quite a number of electric ships afloat whose current is generated by means of steam turbines, but this is considered a wasteful method compared with Diesels, only the latter system has not advanced beyond the experimental stage. To fit one of the first sets into an 18,000-tons 17-knot liner is a very daring move, but her builders have already had experience both in electric ships and in Diesels, so that they are well qualified to introduce the combination.

Not only is the system expected to result in a very considerable saving in fuel, but as the ship is designed to carry a large cargo in addition to a big company of cabin and steerage passengers the fact that space is not wasted in the after-holds by the intrusion of a huge tunnel for the propeller-shafts results in a big increase in earning capacity. The generators will be placed where convenient, and the current conveyed to the motors at the end of shafts as short as can be contrived.

ON SALE

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, July to December 1922.

With INDEX, Price $7.50.

On sale at the *Hongkong Daily Press*.

# VESSELS ADVERTISED AS LOADING

| DESTINATION | VESSEL'S NAME | FLAG | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---|---|---|---|
| NEW YORK & PANAMA | Genoa Maru | Jap. | Nippon Yusen Kaisha | On 3rd July |
| NEW YORK & BOSTON | Gaelic Prince | Brit. | Prince Line | About 30th June |
| BOSTON & NEW YORK via SUEZ | Diomed | Brit. | The Bank Line, Limited | On 5th July |
| SAN FRANCISCO, &c. | Calaretta | Am. | Struthers & Barry | On 30th June |
| VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c. | Empress Asia | Brit. | Canadian Pacific O. S. Ltd. | About 12th July |
| VICTORIA, SEATTLE & VANCOUVER via J. PORTS | Kaga Maru | Jap. | Nippon Yusen Kaisha | On 24th July |
| VICTORIA, VANCOUVER, SEATTLE & TACOMA | Arizona Maru | Jap. | Osaka Shosen Kaisha | On 14th July |
| VICTORIA, SEATTLE & VANCOUVER | Philoctetes | Brit. | Butterfield & Swire | On 3rd July |
| VANCOUVER via SHANGHAI & JAPAN, &c. | Empress Australia | Brit. | Canadian Pacific O. S. Ltd. | On 29th June |
| BOMBAY, MARSEILLES, GIB., LONDON & ANTWERP | Malwa | Brit. | P. & O.-B. I. & A. L. | On 11th July |
| MARSEILLES, &c. | Angkor | Fren. | Messageries Maritimes | On 6th Aug. |
| MARSEILLES, &c. | Chili | Fren. | Messageries Maritimes | On 9th July |
| MARSEILLES, &c. | Porthos | Fren. | Messageries Maritimes | On 23rd July |
| MARSEILLES, L'DON., ANTWERP via SINGAPORE, &c. | Katori Maru | Jap. | Nippon Yusen Kaisha | On 11th July |
| MARSEILLES, LONDON, ANTWERP & HAMBURG | City of Corinth | Brit. | The Bank Line, Ltd. | On 30th June |
| MARSEILLES, HAVRE, LIVERPOOL & GLASGOW | Cyclops | Brit. | Butterfield & Swire | On 1st July |
| LONDON, ROTTERDAM & DUNKIRK | Machaon | Brit. | Butterfield & Swire | On 2nd July |
| LONDON, HUMBURG, ROTTERDAM & ANTWERP | Alba Maru | Jap. | Osaka Shosen Kaisha | On 14th July |
| GENOA, LONDON, ROTTERDAM & HAMBURG | Glenapp | Brit. | Jardine, Matheson & Co., Ltd | On 4th July |
| ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN | Oldekerk | Dut. | Java-China-Japan-Line | On 3rd July Noon |
| ANTWERP, ROTTERDAM & HAMBURG | Emil Kirdorf | Ger. | Reuter Brockelmann & Co. | About 26th July |
| HAVRE, ANTWERP & DUNKIRK | C. Mages | Fren. | Messageries Maritimes | About — |
| HAVRE, ANTWERP & DUNKIRK | Lt. de Missiessy | Fren. | Messageries Maritimes | About mid. July |
| BOMBAY via SINGAPORE, COLOMBO | Nagano Maru | Jap. | Nippon Yusen Kaisha | On 10th July |
| STRAITS & CALCUTTA | Kutsang | Brit. | Jardines, Matheson & Co., Ltd. | On 7th July, 3 p.m. |
| SINGAPORE, PENANG, COLOMBO & BOMBAY | Sicilia | Brit. | P. & O.-B. I. & A. L. | On 30th June, Noon |
| SINGAPORE & BELAWAN-DELI | Van Cloon | Dut. | Java-China-Japan-Line | On 10th July |
| BRINDISI, VENICE & TRIESTE | Fiume-L | Brit. | Dodwell & Co., Ltd. | On 4th July |
| WEIHAIWEI, CHEFOO & TIENTSIN | Kuetchow | Brit | Butterfield & Swire | On 4th July, Noon |
| HAIPHONG via HAIHOW & PAKHOI | Taikwa Maru | Jap. | Yamashita Kisen Kaisha | About — |
| KEELUNG via SWATOW & AMOY | Saian Maru | Jap. | Yamashita Kisen Kaisha | About — |
| SANDAKAN | Hinsang | Brit. | Jardine, Matheson & Co., Ltd. | On 30th June, Noon |
| AUSTRALIAN PORTS via MANILA | Yoshino Maru | Jap. | Nippon Yusen Kaisha | On 18th July |
| AUSTRALIAN PORTS | Arafura | Brit. | P. & O.-B. I. & A. L. | On 7th July |
| AUSTRALIAN PORTS | Changsha | Brit. | Butterfield & Swire | On — |
| SHANGHAI via SWATOW | Taisang | Brit. | Jardine, Matheson & Co., Ltd. | On 29th June, 1 p.m. |
| SHANGHAI, KOBE & YOKOHAMA | Hakodate Maru | Jap. | Nippon Yusen Kaisha | On 29th June |
| SHANGHAI & JAPAN | Khiva | Brit. | P. & O.-B. I. & A. L. | On 2nd July, D.L. |
| SHANGHAI & TSINGTAO | Yinchow | Brit. | Butterfield & Swire | On 1st July, D.L. |
| SHANGHAI, YOKOHAMA & KOBE | Duchessa D'Aosta | Ital. | Dodwell & Co., Ltd. | About beginning of Aug. |
| MAKASSAR & SOERABAIA | Tjilatjap | Dut. | Java-China-Japan Line | About 29th June |
| JAPAN PORTS | London Maru | Jap. | Osaka Shosen Kaisha | On 22nd July |
| TIENTSIN | Chipshing | Brit. | Jardine, Matheson & Co., Ltd. | On 1st July, Noon |
| BATAVIA via BANKA & BILLITON | Tjibodas | Dut. | Java-China-Japan Line | About 29th June |
| CALCUTTA, SINGAPORE & RANGOON | Malay Maru | Jap. | Osaka Shosen Kaisha | On 7th July |
| BANGKOK via SWATOW | Hangsang | Brit. | Jardine, Matheson & Co., Ltd. | On 3rd July, Noon |
| SWATOW & BANGKOK | Kwangtung | Brit | Butterfield & Swire | On 3rd July, Noon |
| SWATOW, AMOY & FOOCHOW | Haiching | Brit. | Douglas Lapraik & Co. | On 6th July, 1 p.m. |
| SWATOW, AMOY & FOOCHOW | Haihong | Brit | Douglas Lapraik & Co. | On 29th June, 1 p.m. |
| MANILA | Wingsang | Brit. | Jardine, Matheson & Co., Ltd. | On 29th June, 3 p.m. |
| MANILA, &c. | West Sequana | Am | Struthers & Barry | On 5th July |

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| Empress Russia | Aug. 9 | Aug. 27 | Empress Scotland | Sept. 1 | Sept. 8 |
| Empress Australia | Aug. 24 | Sept. 12 | Montcalm | Sept. 21 | Sept. 28 |
| Empress Asia | Sept. 6 | Sept. 24 | Empress Scotland | Sept. 29 | Oct. 4 |
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KATORI MARU ... Wednesday, 11th July.
ATSUTA MARU ... Wednesday, 18th July.
KASHIMA MARU ... Wednesday, 1st Aug.

HAMBURG via LONDON & ROTTERDAM.
TSURUGA MARU ... Friday, 6th July.

LIVERPOOL via MARSEILLES & VALENCIA.
TOTTORI MARU ... Saturday, 7th July.

SYDNEY & MELBOURNE via Manila, &c.
YOSHINO MARU ... Wednesday, 18th July.
AKI MARU ... Wednesday, 15th Aug.

NEW YORK & BOSTON via PANAMA.
GENOA MARU ... Tuesday, 3rd July.

BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.
KAMAKURA MARU ... Tuesday 26th July

BOMBAY via Singapore and Colombo.
NAGANO MARU ... Tuesday, 10th July.
KAMAKURA MARU ... Friday, 27th July.

CALCUTTA via Singapore, Penang & Rangoon.
MURORAN MARU ... Tuesday, 3rd July.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Monday, 16th July.

SHANGHAI, KOBE & YOKOHAMA.
HAKODATE MARU ... Friday, 29th June,
HAKONE MARU ... Tuesday, 3rd July.
MATSUYE MARU ... Wednesday, 4th July.
AKI MARU ... Monday, 16th July.

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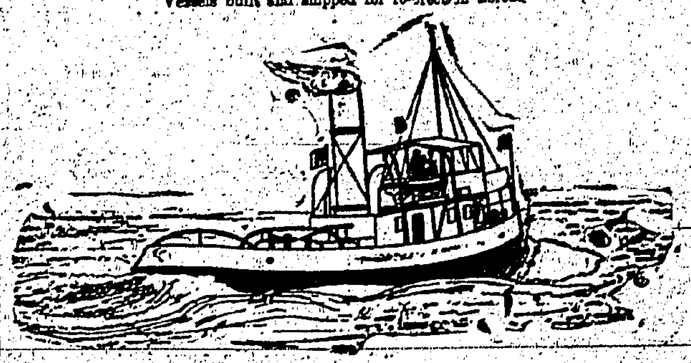
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| PORTHOS ... ... ... | — | — | 23rd July |
| ANGKOR ... ... ... | 1st June | 3rd July | 6th Aug. |
| CHAMBORD ... ... | 15th June | 17th July | 20th Aug. |
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AND RETURN

(Occupying 9 or 10 Days)

HAIHONG ... | Capt. W. C. Passmore | Friday, 29th June, at 1 p.m.
HAICHING ... | Capt. J. S. Thomson | Friday, 6th July, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers. [8

# JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR:—
THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

# MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE:—TOKIO

No. 14, PEDDER ST., HONGKONG

# P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

| S.S. | Tons | From Hongkong (about) | Destination |
|---|---|---|---|
| "SICILIA" | 6,813 | 30th June, Noon | S'pore, Penang, Colombo & Bombay |
| "MALWA" | 10,341 | 11th July | B'bay., Mars., Gib., L'don. & Awerp. |
| "NAGPORE" | 5,283 | 14th July | S'pore., Penang, Colombo & Bombay |
| "KIDDERPORE" | 5,334 | 19th July | Singapore, Colombo & Bombay. |
| "DEVANHA" | 8,092 | 25th July | Mars., Gib., London & Antwerp. |
| "SOUDAN" | 6,696 | 4th Aug. | S'pore., Penang, Colombo & Bombay |
| "KHIVA" | 9,017 | 8th Aug. | B'bay., Mars., Gib., L'don. & Awerp. |
| "KASHMIR" | 8,841 | 22nd Aug. | Mars., Gib., London & Antwerp. |
| "SICILIA" | 6,813 | 26th Aug. | S'pore., Penang, Colombo & Bombay |
| "MACEDONIA | 10,512 | 7th Sept. | B'bay., Mars., Gib., L'don. & A werp |
| "DONGOLA" | 8,058 | 21st Sept. | Mars., Gib., London & Antwerp |
| "MANTUA" | 10,902 | 5th Oct. | B'bay., Mars., Gib., L'don. & Awerp |
| "KARMALA" | 9,098 | 19th Oct. | Mars., Gib., London & Antwerp |

BRITISH INDIA - APCAR. SAILINGS

| | | | |
|---|---|---|---|
| "TAKADA" | 6,949 | 3rd July | Singapore, Penang & Calcutta. |
| "TANDA" | 6,956 | 10th July | Singapore, Penang & Calcutta. |

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|---|---|---|---|
| "ARAFURA" | 6,000 | 7th July | Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne. |

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver,
The P. & O. Royal Mail Steamers to London via Suez Canal. [San Francisco, etc
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

| | | | |
|---|---|---|---|
| "TORILLA" | 5,205 | 1st July, D.L. | Japan via Amoy. |
| "KHIVA" | 9,097 | 2nd July, D.L. | Shanghai, Moji, Kobe & Yokohama |
| "ST. ALBANS" | 4,500 | 10th July | Moji, Kobe & Yokohama. |
| "KASHMIR" | 8,960 | 14th July | Shanghai, Moji, Kobe & Yokohama. |

*All dates are approximate and subject to alteration without notice.*

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to NOON on the day previous to sailing.

For Further Information, Passage Fares, Freights Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. [1

# PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



For BOSTON and NEW YORK



S.S. "GOTHIC PRINCE" ... ... on or about 23rd July.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,
Telephone: Central 3165 (Incorporated in Great Britain)
Telegrams (Farafrince) 8a, George's Building [21

# O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore Colombo, Suez and Port Said.
"ALES MARU" ... ... ... ... Saturday, 14th July.

RIO DE JANEIRO, SANTOS, & BUENOS AIRES—via Saigon Singapore, Colombo, Durban and Capetown—Passenger Service.
"SEATTLE MARU" ... ... ... Monday, 9th July

BOMBAY—fortnightly service via Singapore and Colombo.
"BURMA MARU" ... ... ... ... Friday, 6th July
"BORNEO MARU" ... ... ... Sunday, 8th July

SAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger Service
"BUSHO MARU" ... ... ... ... Monday, 2nd July

CALCUTTA—Monthly Service via Singapore and Rangoon.
"MALAY MARU" ... ... ... ... Saturday, 7th July.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports.—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.
"ARIZONA MARU" ... ... ... ... Saturday, 14th July

NEW YORK via PANAMA—Regular monthly service via Japan Ports San Francisco—Panama and Cuban Ports.
"HAMBURG MARU" ... ... ... ... Thursday, 12th July

JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama.
"LONDON MARU" ... ... ... ... Sunday, 22nd July

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passenger.
"AMAKUSA MARU" ... ... ... ... Sunday 1st July
"KAIJO MARU" ... ... ... ... Sunday, 8th July

TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... ... ... ... Thursday, 5th July

TAKAO DIRECT.
"KISHU MARU" ... ... ... ... Monday, 16th July.

For sailing dates and further particulars please apply to
Tel., Central No. 4920.) K. SHIMA, Manager. [9

# C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

| Port. | Steamer. | Date of Departure. |
|---|---|---|
| HOIHOW & BANGKOK ... ... ... | "LINAN" ... | On 29th June, Noon. |
| SHANGHAI & TSINGTAO ... ... | "YINGCHOW" ... | On 1st July, D.L. |
| BANGKOK ... ... ... ... ... | "CHENAN" ... | On 1st July, D.L. |
| SWATOW, SHANGHAI & PUKOW ... | "KANCHOW" ... | On 1st July, Noon. |
| SWATOW & SINGAPORE ... ... | "KWEIYANG" ... | On 1st July, 4 p.m. |
| SWATOW & AMOY ... ... ... | "KAYING" ... | On 2nd July, 4 p.m. |
| CHEFOO & NEWCHWANG ... ... | "PAOTING" ... | On 3rd July, D.L. |
| AMOY & SHANGHAI ... ... ... | "HANYANG" ... | On 3rd July, D.L. |
| SWATOW & BANGKOK ... ... ... | "KWANGTUNG" | On 3rd July, Noon |
| MANILA ... ... ... ... ... | "TAMING" ... | On 3rd July, 4 p.m. |
| WEIHAIWEI, CHEFOO & TIENTSIN | "KUEICHOW" ... | On 4th July, Noon. |

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE
TELEPHONE CENTRAL 33. (JOHN SWIRE & SONS, LTD.)
Agents

CARGO & PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) [4

# AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

| Steamer | Arr. Hongkong from Australia | Leave Hongkong for Manila, Sandakan, & Aus. Ports. |
|---|---|---|
| | | |

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
Telephone Central No. 33. (JOHN SWIRE & SONS, LTD.) Agents

# STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

S.S. "Cadaretta" ... ... ... Due Hongkong In port.
Leave Hongkong 30th June.
U.S.S.B. "West Ivan" ... ... ... Due Hongkong 16th July.
Leave Hongkong 18th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S.B. "West Sequana" ... ... Due Hongkong 3rd July.
Leave Hongkong 5th July.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Prospect" ... ... Due Hongkong 15th July.
Leave Hongkong 16th July.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT, 1st Floor, Queen's Building.
General Agent for Phone Central No. 3008.
JAPAN-CHINA-PHILIPPINES. G. P. BRADFORD, Res. Agent.
INDO-CHINA-STRAITS & JAVA. [22

# DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

s.s. "WRAY CASTLE" ... ... sailing on or about 19th July.
s.s. "EGREMONT CASTLE" ... ... sailing on or about 7th August.
s.s. "BOWES CASTLE" ... ... sailing on or about 7th Sept.

# LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.
REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR BRINDISI, VENICE & TRIESTE

s.s. "FIUME-L" ... ... ... sailing on or about 6rd July.
s.s. "DUCHESSA D'AOSTA" ... sailing beginning of August.
s.s. "TRIESTE" ... ... ... sailing on or about end of Aug.
s.s. "ROSANDRA" ... ... ... sailing on or about end of Sept.

FOR SHANGHAI, YOKOHAMA & KOBE.

s.s. "DUCHESSA D'AOSTA" ... sailing on or about 5th July.
s.s. "TRIESTE" ... ... ... sailing on or about 2nd August.
s.s. "ROSANDRA" ... ... ... sailing on or about 2nd Sept.

Passengers Luggage can be insured at the Office of the Agents.

# NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

s.s. "UMZUMBI" ... ... ... sailing on or about 25th July.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,
Agents. 6

## POST OFFICE NOTICE.

### INWARD MAILS.

| From | Per | Due |
|---|---|---|
| Singapore ... ... ... | *Torilla* ... ... | 29th June. |
| Shanghai ... ... ... ... ... | *Sicilia* ... | 29th June. |
| Shanghai ... ... ... ... ... | *Szechuen* ... ... | 30th June. |
| Europe via Suez (Letters & Papers, London, 31st May, and parcels 23rd May. ... ... ... | *Khiva* ... ... | 1st July. |
| Canada, [U.S.A. Japan, Shanghai and London via Newyork 1st June. ... | *Empress of Asia*... | 2nd July |

### OUTWARD MAILS.

| For | Per | Date. | |
|---|---|---|---|
| Shanghai, Japan, Canada, U.S.A., Central & South America, & EUROPE via VANCOUVER, B.C. —due Vancouver, 18th July ... | *Empr. of Australia* | Friday, 29th, Registration Letters | 9.15 A M<br>10.00 A M |
| Hoihow and Bangkok .. ... ... ... | *Linan* ... ... | | 10.00 A M |
| Manila ... ... ... ... ... .. | *Gaelic Prince* | | 10.00 A M |
| Bangkok ... ... ... ... ... ... | *Haiyan* ... | | 10.00 A M |
| Swatow, Amoy and Foochow... ... ... | *Haihong* ... | | Noon |
| Java via Sourabaya .... ... ... ... | *Tjilatjap* ... ... | | 1.30 P M |
| Manila ... ... ... ... ... .. | *Wingsang* .. | | 1.30 P M |
| Java via Batavia ... ... ... | *Tjibodas* ... ... | | 2.30 P M |
| Japan ... ... ... ... ... ... | *Macassar Maru* ... | Saturday, 30th, | 9.30 A M |
| Shanghai, Dairen, Japan, *San Francisco —due San Francisco 30th July... | *Siberia Maru* .. | | 10.00 A M |
| Straits, Ceylon, Mauritius, L. Marques, South Africa, India via D'kodi, & Bombay ... ... ... ... ... | *Sicilia* ... .. | | 10.30 A M |
| Sandakan .. ... ... ... ... .. | *Hinsang* .... | | 11.0 A M |
| Manila ... ... ... | *Pres. Grant* ... | | 3.3 P M |
| Bangkok ... ... ... ... ... ... | *Chenan* ... | | 5.00 P M |
| Shanghai... ... ... ... ... | *Yingchow*... .. | | 5.0 P M |
| Swatow, Amoy and Formosa .. ... | *Amakusa Maru* ... | Sunday, 1st, | JULY<br>1.00 A M |
| Shanghai .. ... .. ... ... .. | *Khiva* ... ... | | 9.00 A M |
| Straits, Egypt & *EUROPE via LONDON —due London about 7th Aug. ... | *Machaon* ... | Monday, 2nd, | 2.00 P M |
| Wei Hai Wei ... ... ... ... ... | *Kwaichow*... ... | Tuesday 3rd, | 10.30 A M |
| Japan, Canada, U.S.A., C. & S. America & *EUROPE via Victoria, B.C.—due Victoria, B.C. 25th July. | *Philoctetes* ... | Registration Letters | 10.45 A M<br>11.00 A M |
| Shanghai, Japan, Honolulu, Canada, U.S.A Central & South America & *EUROPE via SAN FRANCISCO due San Francisco, 26th July ... | *Pres. Wilson* | Parcels Registration Letters ... | Noon<br>5.0 P M<br>5.00 P M |
| Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via D'kodi., Egypt & EUROPE via Marseilles —due Marseilles 5th Aug. ... ... ... | *Katori Maru* ... | Wednesday, Registration Letters | 4th,<br>8.45 A M<br>9.30 A M |
| Swatow, Amoy and Foochow ... | *Haiching* ... ... | Friday, | 6th, Noon |
| Saigon, *Straits, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Aden, Egypt & EUROPE via MARSEILLES—due Marseilles, 13th Aug. ... ... | *Chili* ... ... | Monday, Registration Letter | 9th,<br>12.45 P M<br>1.30 P M |

*Correspondence bearing vessel's name only.


# THE BLUE FUNNEL LINE

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

### LONDON SERVICE
(DIRECT)

"MACHAON" 2ND JULY London, Rotterdam & Hamburg.
"RHESUS" 9TH JULY London, Rotterdam & Hamburg.
"TROILUS" 16TH JULY London, Rotterdam & Hamburg.
"HELENUS" 23RD JULY London, Rotterdam & Antwerp.

### LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"CYCLOPS" 1ST JULY Marseilles, Havre, Liverpool & Glasgow.
"NINGCHOW" 19TH JULY Genoa, Marseilles, Liverpool & Glasgow
"PELEUS" 1ST AUG. Marseilles, Havre, Liverpool & Glasgow

### PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"PHILOCTETES" 3RD JULY } Victoria, Seattle & Vancouver
"TYNDAREUS" 24TH JULY }

### NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"DIOMED" 5TH JULY via Suez.
"TELEMACHUS" 15TH JULY via Suez.

### PASSENGER SERVICE

"SARPEDON" 9TH JULY for Shanghai.
"SARPEDON" 7TH AUG. for Singapore, Marseilles & London
"PATROCLUS" 4TH SEPT. for Singapore, Marseilles & London
"MENTOR" 17TH SEPT. for Singapore & London.
"TEIRESIAS" 5TH NOV. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.),
AGENTS.

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# ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY.

CAPITAL ... ... ... ... ... ... U.S. $4000.000.

HEAD OFFICE—NEW YORK

*Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.*

*General Banking Business.*

BRANCHES:—

SHANGHAI, PEKING, TIENTSIN, HANKOW, CANTON, MANILA, YOKOHAMA, SAN FRANCISCO AND HONGKONG.

D. M. BIGGAR,
MANAGER.


## COMMERCIAL

### OPENING QUOTATIONS

28th June, 1923

| | |
|---|---|
| On London.— | |
| Telegraphic Transfer ... | 2/3½ |
| Bank Bill, on demand ... | 2/3 15/16 |
| Bank Bill, at 20 days' sight ... | — |
| Banks Bills, at 4 months' sight | 2/3½ |
| Credits, at 4 months' sight ... | 2/3 9/16 |
| Documentary Bills, 4 months' sight ... ... ... | 2/3 11/16 |
| On Paris.— | |
| Bank Bills, on demand ... | 845 |
| Credits, 4 months' sight ... | 895 |
| On New York.— | |
| Bank Bills, on demand ... | 51½ |
| Credits, at 60 days' sight | 53½ |
| On Bombay.— | |
| Telegraphic Transfer ... | 166½ |
| Bank Bills, on demand ... | |
| On Calcutta.— | |
| Telegraphic Transfer ... | 166½ |
| Bank Bills, on demand ... | |
| On Shanghai.— | |
| Bank Bills, at sight ... | nom. |
| Private, 30 days' sight ... | |
| On Yokohama.—On demand ... | 105½ |
| On Manila.—On demand ... | 103½ |
| On Singapore.—On demand ... | 95⅞ |
| On Batavia.—On demand ... | 133½ |
| On Haiphong.—On demand... | nom. |
| On Saigon.—On demand ... | |
| On Bangkok.—On demand ... | 82½ |
| Sovereign, Bank's Buying rate | $ 8.68 |
| Gold Leaf, 100 fine, per tls... | 48.20 |
| Bar Silver, per oz. ... ... ... | 31⅛ |

### HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

| | |
|---|---|
| Authorised Capital ... ... | $50,000,000 |
| Paid-up Capital ... ... ... | $20,000,000 |
| Reserve Funds:— | |
| Sterling ... ... ... | £4,500,000 |
| Silver ... ... ... | $24,500,000 |
| Reserve Liability of Proprietors | $20,000,000 |

*Court of Directors:*

Hon. Mr. A. O. Lane—Chairman.
D. G. M. Bernard, Esq.—Deputy Chairman.
A. H. Compton, Esq. | W. L. Pattenden, Esq.
G. M. Dodwell, Esq. | J. A. Plummer, Esq
G. T. M. Edkins, Esq. | H. P. White, Esq.

Chief Manager:
Hon. Mr. A. G. Stephen.

Acting Manager: Hongkong—
J. McArthur, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 14th June 1923. [27

### HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. G. STEPHEN,
Chief Manager.

Hongkong, 14th November, 1922. [18

### CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853
Head Office—London.

| | |
|---|---|
| Paid-up Capital ... ... ... ... | £3,000,000 |
| Reserve Fund ... ... ... ... | £3,800,000 |
| Reserve Liability of Proprietors ... | £3,000,000 |

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, May 8th, 1923. [31

### THE MERCANTILE BANK OF INDIA, Limited.

Head Office:
15, Gresham Street, London, E.C. 3.

| | |
|---|---|
| Authorised Capital ... ... | £3,000,000 |
| Subscribed Capital ... ... | £1,800,000 |
| Paid-up Capital ... ... ... | £1,050,000 |
| Reserve Fund ... ... ... | £1,200,000 |

BANKERS:
The Bank of England,
The London Joint City & Midland Bank, Ltd.

BRANCHES:

| | | | |
|---|---|---|---|
| Bangkok | Hongkong | Kuala Lumpur | Rangoon |
| Bombay | Howrah | Madras | Shanghai |
| Calcutta | Kandy | New York | Simla |
| Colombo | Karachi | Penang | Singapore |
| Delhi | Kota Bharu | Port Louis (Mauritius) | |
| Galle | | | |

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Manager.

7 Queen's Road Central,
Hongkong, 31st, 1922. [30

### THE CHINESE MERCHANTS BANK, LTD.

華商銀行有限公司

HEAD OFFICE
Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

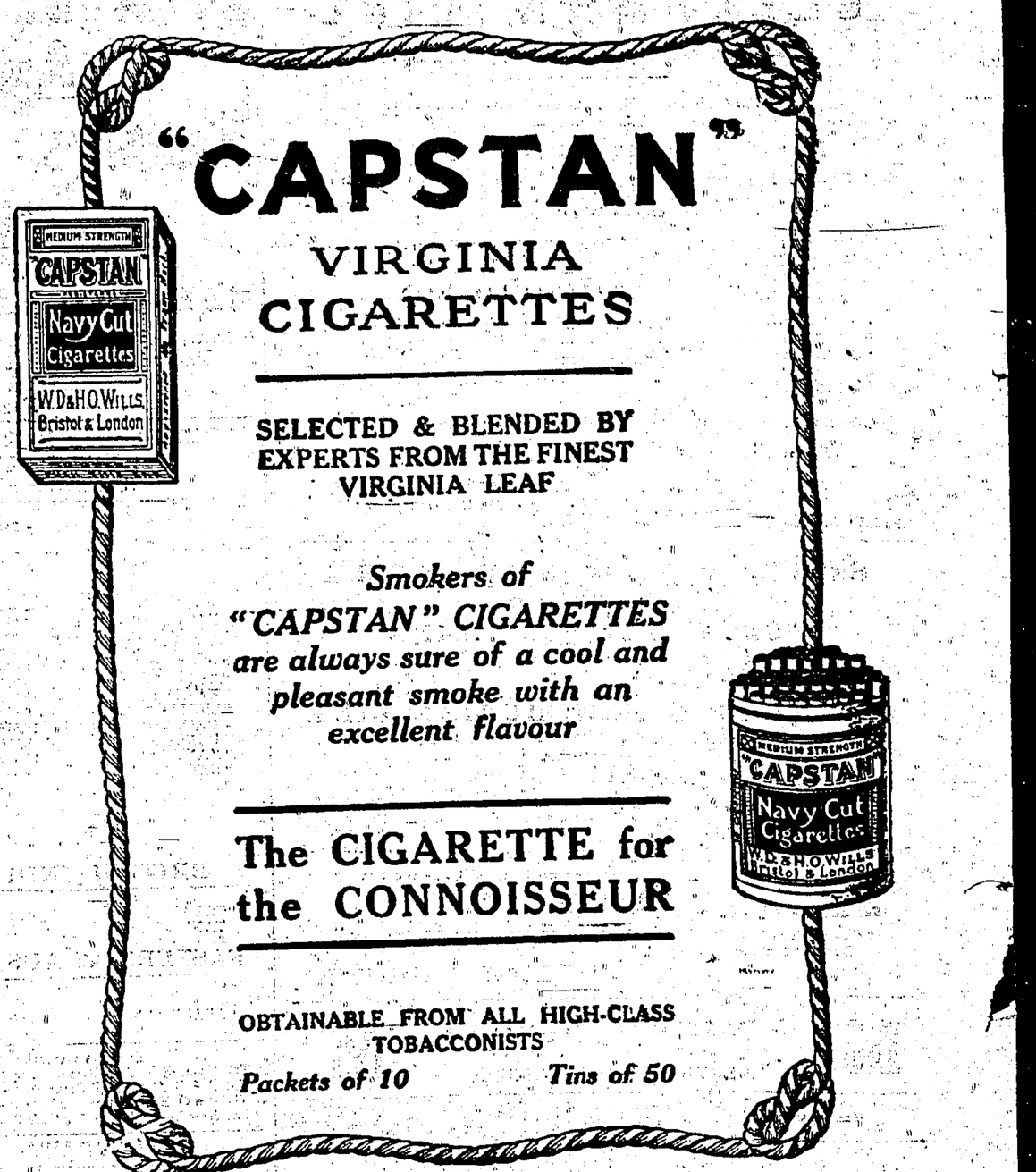
Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU,
Chief Manager.

[8]


This advertisement is issued by British-American Tobacco Co. (China) Ltd.


### NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

Established 1824.

| | | |
|---|---|---|
| A. Capital ... | ...F. | 100,000,000 $9,333,333 |
| Paid-up Capital | ...F. | 80,000,000 $7,466,666 |
| Reserve Fund | ...F. | 19,445,200 $1,830,433 |
| Special Reserve | ...F. | 22,440,000 $1,888,333 |

Head Office:—Amsterdam.

Branches at
The Hague:—Rotterdam.
Head Agency:—Batavia.

BRANCHES:—

| | | |
|---|---|---|
| Bandjermasin | Macassar | Shanghai |
| Bandoeng | Medan | Singapore |
| Batavia | Padang | Soerabaja |
| Cheribon | Palembang | Soerakarta |
| Cheribon | Pekalongan | (Solo) |
| Djember | Penang | Tegal |
| Djokjakarta | Pontianak | Tjilatjap |
| Kobe | Rangoon | Weltevreden |
| Kota-Radja | Samarang | |

Correspondents at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Manila, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers:—The National Provincial and Union Bank of England, Limited.

The Bank buys and sells and receives for collection Bills of Exchange issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H GHOSKAMP
Agent.

Hongkong, September 4th 1922. [37

### THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 23rd of November, 1917.)

| | |
|---|---|
| Authorized Capital ... ... | $50,000,000.00 |
| Paid-up Capital ... ... | 15,270,200.00 |
| Reserve Funds ... ... | 8,607,672.00 |

HEAD OFFICE—PEKING.

HONGKONG BRANCH: No. 4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York, New York Bankers:—The Irving National Bank.

The Equitable Trust Company, New York.

Interest allowed on Current Account and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

THUYEE PEL
Manager.

Hongkong, September 8th 1921. [33

### THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 10 Des Voeux Road C, HONGKONG.
Established 1919.

| | |
|---|---|
| Authorised Capital ... | $10,000,000.00 |
| Paid-up Capital ... | 5,000,000.00 |
| Reserve Fund ... | 500,000.00 |

DIRECTORS:

Mr. Pehn Wai Tung, Chairman.
Hon. Mr. Chow Shou Son.
Mr. Li Koon Chan, Mr. Kan Ying Po,
Mr. Fung Ping Shan, Mr. Mok Ching Kong,
Mr. P. K. Kwok, Mr. Wong Yan Tong,
Mr. Kan Chit Nam, Mr. Chan Ching Shai,
Mr. Hayah Tai, Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tun Po—
Asst. Manager ... Mr. L. Tse Fung

BRANCHES & AGENCIES:—

| | |
|---|---|
| LONDON | NEW YORK |
| PARIS | SAN FRANCISCO |
| SHANGHAI | YOKOHAMA |
| KOBE | SAIGON |
| NAGASAKI | PENANG |
| SINGAPORE | HANKOW |
| TIENTSIN | BATAVIA |
| MANILA | SOURABAYA |
| SAMARANG | BOMBAY |
| CALCUTTA | CANTON |

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates per annum:
For 3 months at the rate of 3 per cent. per annum
For 6 months at the rate of 4 per cent. per annum
For 12 months at the rate of 5 per cent. per annum

KAN TONG FU
Chief Manager.

Hongkong, February 26th, 1923. [34

### THE YOKOHAMA SPECIE BANK, LIMITED.

| | |
|---|---|
| Capital (fully paid up) ... | Yen 100,000,000 |
| Reserve Fund ... | Yen 69,000,000 |

HEAD OFFICE YOKOHAMA.
Branches and Agencies at

| | | |
|---|---|---|
| Batavia | Kobe | Soerabaya |
| Bombay | London | Saigon |
| Buenos Ayres | Lyons | San Francisco |
| Calcutta | Los Angeles | Seattle |
| Changchun | Manila | Shanghai |
| Dairen (Dalny) | Nagasaki | Singapore |
| Engtian | Nagoya | Sukmonseki |
| Mukden | Newchwang | Sydney |
| Hamburg | Osaka | Tientsin |
| Hankow | New York | Tokyo |
| Honolulu | Paris | Tsinanfu |
| Harbin | Rio de Janeiro | Tsitsihar |
| Ka Yuan | Saigon | Vladivostok |

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA,
Manager.

19th March, 1923. [39

### THE BANK OF TAIWAN, Limited.
(Taiwan Ginko).
Incorporated by Special Imperial Charter 1899.

| | |
|---|---|
| Capital Subscribed ... ... | Yen 60,000,000 |
| Capital (Paid-up) ... ... | " 52,500,000 |
| Reserve Funds ... ... ... | " 12,120,000 |

HEAD OFFICE:—TAIPEH, FORMOSA

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Hsinchu, Pisan, Shinshiko, Taichu, Tainan Tahsui Tamsui, Tokyan, Heito.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS.
London County Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russian Manchuria, Tsingtao, Japan, Indo-China, Straits India, Philippine Islands, Java and other British Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH
Manager.

Hongkong Branch,
2, Des Voeux Road.
Hongkong, 7th September, 1922

### BANQUE DE L'INDO-CHINE. PARIS.

Head Office: 96 Boulevard Haussmann, Paris.

Subscribed Capital... Frs. 72,000,000.00
Paid-up Capital ... Frs. 62,400,000.00
Reserve Funds ... Frs. 62,567,191.54

BRANCHES.

| | | |
|---|---|---|
| Bangkok | Hongkong | Saigon |
| Battambang | Kwangtan | Shanghai |
| Canton | Haiphong | Singapore |
| Dilbrill | Pnpeete | Tientsin |
| Haipkang | Pakhoi | Tourane |
| Hankow | Phnom-Penh | Yunnanfu |
| Hanoi | Pondichery | |

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: The Equitable Trust Co. of New York, French American Banking Corporation Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.

Every description of banking and exchange business transacted.

V. MARBOT,
Acting Manager.

Hongkong, July 12th, 1921. [32

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